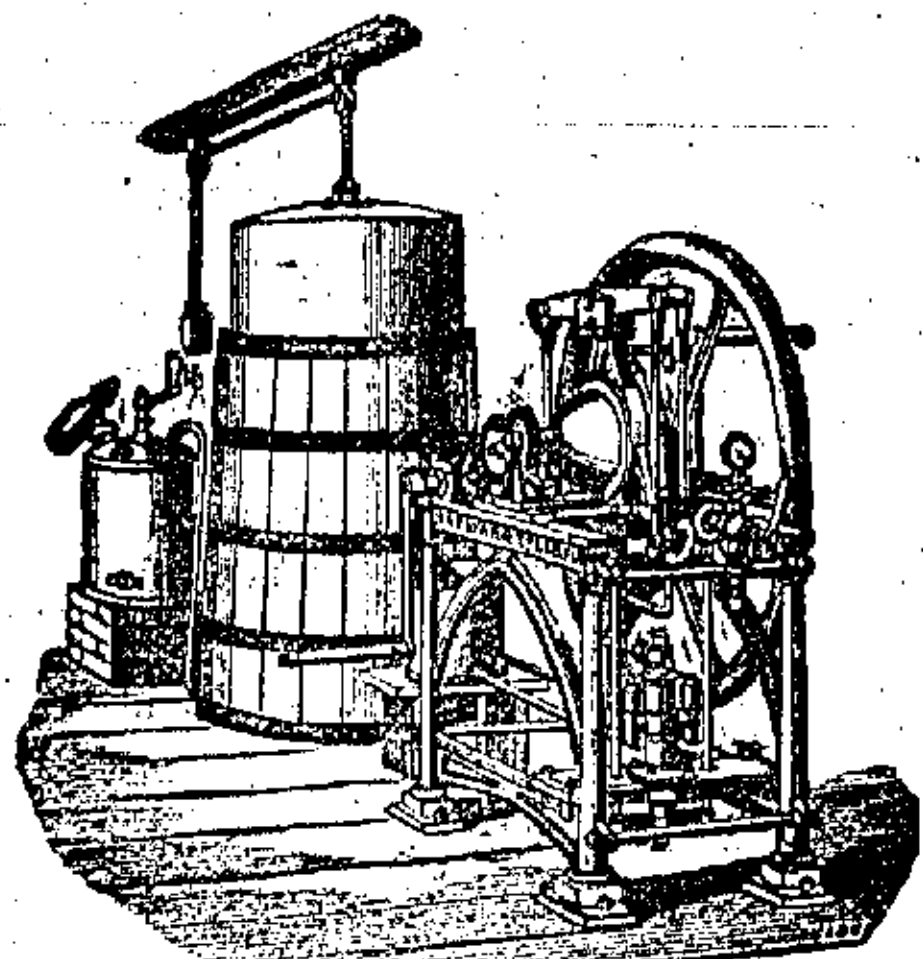
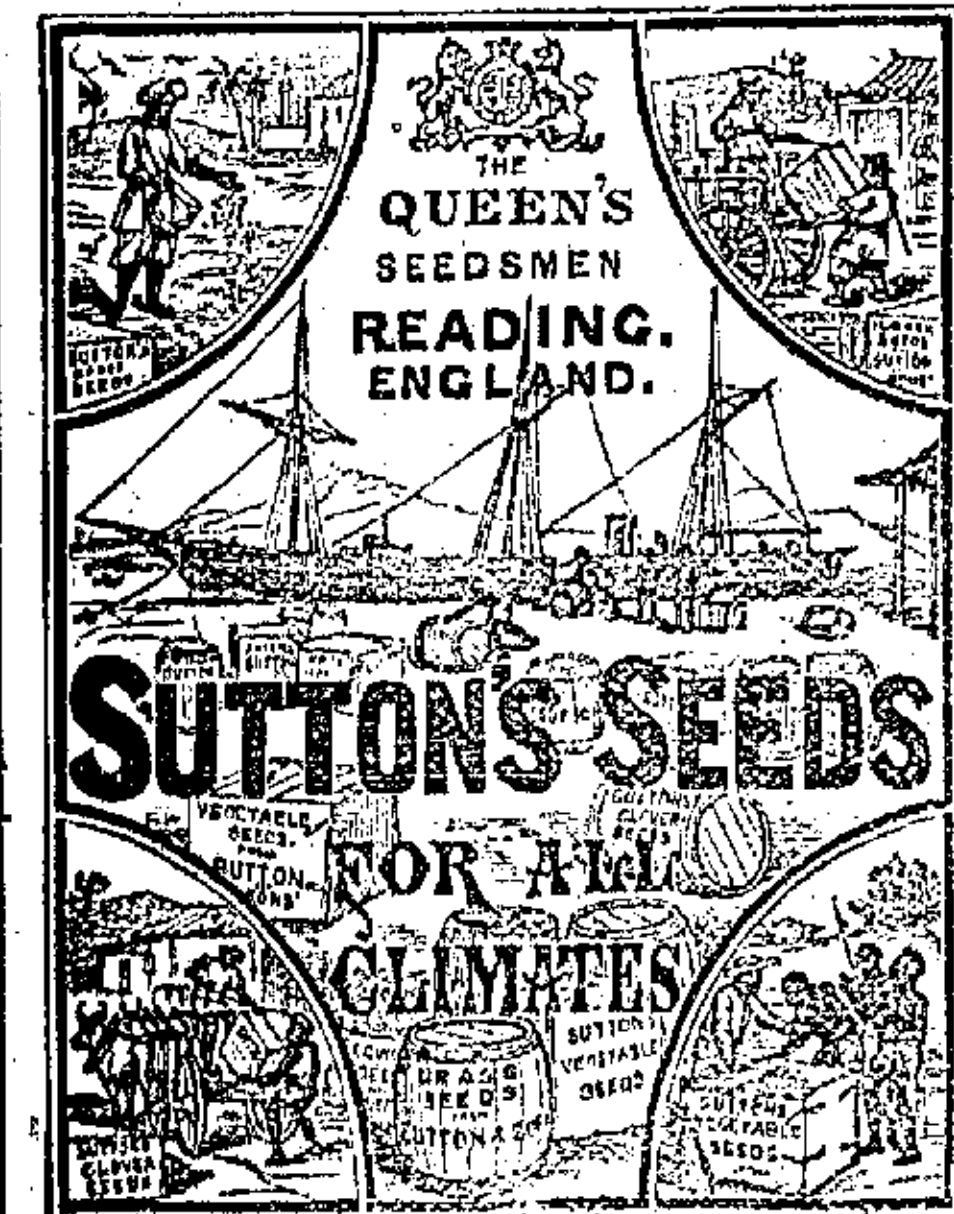


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Eminent Hospital Physicians of London
stated that Dr. J. Collis Browne was the
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Dr. Browne's.—See Times, July 12, 1864.
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Remedial uses and action.

This invaluable remedy produces quiet,
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"CHINA,"
JACKEMANN, Master, will be de-
parted for the above Port on
MONDAY, the 27th instant, at Noon.
For Freight or Passage, apply to
SIEMSEN & Co.
Hongkong, August 25, 1877. au27

FOR HOIHOW & HAIPHONG.
The Steamship
"HOLYROOD"
will be dispatched as above
on TUESDAY, August 28th,
at Noon.
For Freight or Passage, apply to
RUSSELL & Co.
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THIS Steamer having arrived, Consignees
of Cargo are hereby informed that
their Goods are being landed, at their risk,
into the Godowns of Mr. A. MCG. HEATON,
whence delivery may be obtained.
Consignees wishing to receive their
Goods on the Wharf are at liberty to do so.

Optional Cargo will be forwarded on,
unless notice to the contrary be given
before Noon To-day.
No Claims will be admitted after the
Goods have left the Godowns, and all Goods
remaining after the 1st Proximo will be
subject to rent.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
ADAMSON, BELL & Co.,
Agents.
Hongkong, August 25, 1877. sel

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CONSIGNEES of Cargo by the above-
named Vessels, from London, Bombay
and Intermediate Ports, and in connection
with the Steamer NEPAUL from Cal-
cutta, are hereby informed that their Goods
are being landed and stored at their risk in
the Company's Godowns, at West Point,
whence delivery can be obtained from this
date.

Goods not delivered by the 1st September
will be subject to rent.
ADAM LIND,
Superintendent.
Hongkong, August 25, 1877. sel

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have received instructions to sell
by Public Auction,
At a Date hereafter to be named,—
The British Barque
"ALPHINGTON,"

of 326 Tons Register or of about 5,000
pounds Carrying Capacity, with all her
TACKLE, APPAREL and INVENTORY.
The Vessel was Built under Lloyd's
special survey at Berwick-on-Tweed in
1856, Classed 12 years A. 1. at Lloyd's
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She was Remodeled over Felt in
London in July, 1875.

Terms.—One-third of the purchase
money to be paid on fall of the hammer,
the remainder upon Transfer being
effected. The Vessel is at Purchaser's
risk immediately after fall of hammer.
Hongkong, August 25, 1877.

To-day's Advertisements.

PUBLIC AUCTION.

THE Undersigned has received instruc-
tions from W. H. Mossor, Esq.,
Marshall of the Vice-Admiralty Court of
Hongkong, to sell by Public Auction, on

SATURDAY,
the 1st day of September, 1877, at 11
o'clock a.m., at the Sales Rooms of the
Undersigned,—
The American Barkentine
"ROSINA."

Of 406 Tons Register or thereabouts,
as she now lies in the Harbour of Hong-
kong, with Two Suits of Working
SAILS, One Suit NEW SAILS,
1,500 superficial feet LUMBER, PRO-
VISIONS, CHAINS, ANCHORS,
BOATS, and all her Appurtenances.

The Vessel was Remodeled and Re-
paired in New York, in December, 1874,
and there classed "A 1," for Four Years
in American Lloyd's. She was again Re-
modeled and repaired at Melbourne,
in November, 1876, at a Cost of about
£1,000 and supplied with the New Suit
of Sails referred to at a Cost of over £200,
and was then certified by the Surveyor
to the Merchant Shipping and Under-
writers Association Limited, as being fit
to Carry Dry and Perishable Cargo to
any part of the World. She Carries
580 tons of Coals or 800 tons Light
Cargo of 40 cubic feet, 9,000 piculs of
Rice on 14 feet Draft. She is a fast
Sailing Vessel, and is in Complete Order
for Sea on the shortest notice.

She has Four BOW TIMBER
PORTS, two in the Lower Hold 32 x 32
inches, and two in the Tween Decks
40 x 28 inches.

For further Particulars and Inventory,
apply to the Undersigned.

TERMS OF SALE.—Cash on the fall of
the hammer in Mexican Dollars weighed
at 7.17.
The Vessel to be at purchaser's risk
on the fall of the hammer.

J. M. ARMSTRONG,
Government Auctioneer.
Hongkong, August 25, 1877. sel

SHIPPING.

ARRIVALS.

Aug. 25, Louddon Castle, British steamer,
1615, Alex. Marshall, London July 18, via
ports of call, and Singapore Aug. 20,
General.—ADAMSON, BELL & Co.

Aug. 25, Howang, Chinese steamer, from
Canton.

Aug. 25, H.M.S. Magpie, from a cruise.

Aug. 25, Somerset, British steamer, 654,
J. Torrance, Singapore Aug. 18, General.

—Gibb, Livingston & Co.

Aug. 25, Yangtze, British steamer, 782,
Schultze, Shanghai Aug. 21, General.—
SIEMSEN & Co.

Aug. 25, Lombardy, British steamer,
1726, W. B. Hall, Bombay Aug. 6, Galle
12, Penang 17, and Singapore 20, Malls and
General.—P. & O. S. N. Co.

Aug. 25, William Phillips, American
3-m. schooner, from Whampoa.

DEPARTURES.

Aug. 25, Friedrich, for Chefoo.

25, Maria, for Halphong.

25, Pansau, for Guam.

25, James S. Stone, for Nagasaki.

25, Krung Thep, for Chefoo.

25, Thingalla, for London.

25, Hindostan, for Europe, &c.

25, Batavia, for Newchwang.

25, E. von Beaulieu, for Chefoo.

CLEARED.

Caldon, for Melbourne.

Irene, for Whampoa.

Samos, for Tientsin.

Formosa, for Whampoa.

Howang, for Shanghai.

Echo, for Whampoa.

Christian, for Foochow.

Onward, for Quinhon.

Capella, for Keelung.

Louddon Castle, for Shanghai.

PASSENGERS.

ARRIVED.

Per Lombardy, for Hongkong: from
Bombay, Messrs J. Reuben, and S. Salah;
from Galle, Messrs O. De B. Stewart, C.
E. Colahan, Comdr. R. Evans, Sergt. J.
Gascolgne, &c., and Mr. Piddie's family;
from Penang, 3 Chinese; from Singapore,
Mr. D. Finlayson, and 61 Chinese. For
Swatow: from Penang, 9 Chinese. For
Amoy: from Penang, 3 Chinese. For
Shanghai: from Bombay, Mr. R. S. Raphael.
Per Louddon Castle, from Straits, 6 Chi-
nese.

Per Somerset, from Singapore, 452 Chi-
nese.

Per Yangtze, from Shanghai, 20 Chinese,
and 1 European deck.

DEPARTED.

Per Hindostan, for Southampton, Mrs.
Gulbert, Mr. Clement P. Penny, &c.,
Messrs K. W. Rand, Hawkins and Rowe;
for Bombay, Messrs Hosack, Langdale
and R. A. Ruben; for Singapore, Mr. J.
Crawford; for Calcutta, Mr. A. S. Harvey;
for Brindisi, Mr. W. P. Galton. From
Yokohama, for Port Said, 2 Japanese;
for Southampton, Messrs Yame, Kamel,
J. C. Reed, T. Bulson, G. W. Read, R.
Blencenop, H. Fennel, and 15 Europeans
deck. From Shanghai, for Southampton,
Lieut. Creigh, &c.; for Venice, Mr. Thur-
burn.

Per Thingalla, for London, Mrs. Koss,
Capt. Lund and O'ild, and Mr. Molen.
Per E. von Beaulieu, for Chefoo, 1 Euro-
pean and 2 Chinese.

SHIPPING REPORTS.

The British steamer Louddon Castle re-
ports: From Singapore to Padaran ex-
perienced South-westerly winds, from
thence to Hongkong North-easterly winds
with equally weather.

POST OFFICE NOTIFICATIONS.

MAILS will close:—

For YOKOHAMA.—
Per MALACCA, at 5 p.m. To-morrow,
the 26th inst.

For SHANGHAI.—
Per LOMBARDY, at 11 a.m., on Mon-
day, the 27th inst. Late letters re-
ceived from 11.10 to 11.30, with 18
cents late fee. The Post Office will
be open on Sunday from 3 to 5 p.m.
only.

For CHINA, at 11.30 a.m., on Monday,
the 27th inst.

For MANILA.—
Per MACATAN, at 11.30 a.m., on Mon-
day, the 27th inst.

For SWATOW, AMOY & FOOCHEW.—
Per NAMOA, at 11.30 a.m., on Tues-
day, the 28th inst.

For HOIHOW & HAIPHONG.—
Per HOLYROOD, at 11.30 a.m., on
Tuesday, the 28th inst.

MAILS BY THE UNITED STATES PACKER.
The United States Mail Packet CHINA
will be despatched on THURSDAY,
the 30th instant, with Mails for
Japan, San Francisco, and the United
States, which will be closed as follows:
instead of as previously notified:—

2 P.M. Registry of Letters ceases.

2.30 P.M. Post-Office closes.

Hongkong, August 13, 1877. au30

MAILS BY THE FRENCH PACKET.
The French Contract Packet ISAOUAD-
DY will be despatched from Hong-
kong on SATURDAY, the 1st Sept.,
with Mails to and through the
United Kingdom and Europe, via
Marseilles; to Saigon, Singapore,
Batavia, Galle, Australia, New Zea-
land, Tasmania, Fiji, Aden, Sey-
chelles, Réunion, Mauritius, Suez,
and Alexandria. This is the best
opportunity for forwarding Corre-
spondence to E. Africa, the Cape,
St. Helena, and Ascension.

Hongkong, August 18, 1877. sel

MAILS BY THE UNITED STATES PACKER.
The United States Mail Packet BELGIO
will be despatched on SATURDAY,
the 8th September, with Mails for
Japan, San Francisco, and the United
States, which will be closed as follows:—

2 P.M. Registry of Letters ceases.

2.30 P.M. Post-Office closes.

2.30 P.M. Correspondence for Japan the
United States, or Union Countries
only may be posted on board the
Packet with Late Fee of 12 cents
extra Postage until.

2.50 P.M. when the Mail is finally closed.
Hongkong, August 25, 1877. sel

MEMOS. FOR MONDAY.

Shipping.

Noon.—China leaves for Shanghai.

Noon.—Mactan leaves for Manila.

Auction.

Noon.—Sale of Steam-launch Pandora,
at Lane, Crawford's, Praya Central.

THE

HONGKONG DISPENSARY,
Established A.D. 1841.

香港大藥房

A. S. WATSON & Co.,

FAMILY & DISPENSING CHEMISTS,

WHOLESALE AND RETAIL DRUGGISTS,

IMPORTERS

OF
DRUGGISTS' SUPPLIES, NURSERY REQUI-

RIES, TOILET REQUISITES, ENGLISH,

AMERICAN, AND FRENCH PATENT

MEDICINES.

MANUFACTURERS

Soda Water, Lemonade, Tonic Water,
Gingerale, Potass Water, Sarsaparilla
Water, and other Aerated Waters.

The Manufacture is under direct and
continuous European Supervision.

Hongkong, June 1, 1876.

The publication of this issue commenced
at 7.50 p.m.

MARRIAGES.

On the 14th July, at Barlow, Derbyshire,
by the Rev. George Shipton, uncle of
the bride, and the Rev. James P. Baynes,
brother of the bridegroom, the Rev.
WILLIAM HENRY BAYNES, Curate of St.
John's, Pendlebury, late Seamen's and
Garston Chaplain at Hongkong, to Agnes
Mary, elder daughter of Joseph Shipton,
of Thornfield, Cheshire.

On the 18th July, at St. Peter's Episcopal
Church, Edinburgh, by the Rev. J. A. Soler
M.A., FRANCIS TEMPLE, late of the Oriental
Bank Corporation, Foochow, to Anna,
younger daughter of John Moxon Kilgus-
on-road, Grange.

THE CHINA MAIL.

HONGKONG, SATURDAY, AUGUST 25, 1877.

THE American mail brings particulars
of the great strikes of railway employes
in various parts of the States, and of
the riots against the Chinese in San Fran-
cisco. The latter appears to be a sequence
of the former; but the details given in
the papers are so voluminous and effec-
tively mixed that it is almost impossible
to get a clear idea of the proceedings.
The disturbances seem to have com-
menced at Pittsburgh, Pennsylvania, and
to have rapidly spread along nearly all
the great lines of railway. The cause of
the strikes is stated by the employes to
be insufficient compensation for the sup-
port of the families of the strikers; their
wages having been recently reduced.
Although the railway employes were the
originators of the riots, yet the papers
seem to agree in the opinion that the
"hoodlum" class was mainly responsible
for the scenes of violence and plunder
that were enacted. The railway com-
panies state that they are unable to pay
the wages demanded by the strikers, and
this assertion is apparently not without
foundation. The *Alta California* says
that railway business has undoubtedly
materially fallen off during the present
year.

Why, is not so easily explained. It is so
in California, and the reasons here are patent

and can be told in a few words. A large
portion of the wheat-producing land of Cal-
ifornia is a mere dust heap. The wheat
crop is a total failure, and the result to
railroaders is obvious. No railroad company
can long afford to run trains at a loss. They
must use less cars, run less trains, reduce
wages, or discharge portions of their em-
ployees, or, ere long, go into bankruptcy. It
is a hard case for the companies, as well as
for the employes. Business has become,
temporarily so dull, in consequence of short
crops, that it had been seriously proposed to
cease all railroad construction for twelve
months. And this will, quite likely, be
decided upon, with the exception of finishing
the new line from Bantas by the Bay shore.
Now, if our California railroad men thus feel
the stringency of the dull times, it is not at
all surprising that the Eastern roads, where
there are so many competing for the carry-
ing trade, should feel still more the necessity
for economizing and reducing their expense
account.

The chief rioting seems to have been
at Pittsburgh, Baltimore, and Chicago, the
mob being fired upon in all these towns,
with the result of considerable loss of
life and injury.

The riots against the Chinese at San
Francisco appear to have commenced on
the 25th July, or six days after the
first railway strike. On the afternoon
of the day in question, hand-bills were
industriously circulated throughout the
city, setting forth that the working men
and women of the city would meet in
mass-meeting at half-past seven o'clock,
near the new City Hall, to take action
in relation to the strike in the East.
From what we can gather from the re-
port, neither the strikes nor any other
subject was taken into consideration, for
the mob wanted the Chinese question
discussed, and the speakers wanted to
talk about the strike, the result being
that the meeting was simply, to adopt
the *Alta's* description, "a fizzle." After
some noisy proceedings, a crowd of ruf-
fians left the meeting in a body and be-
gan the work of rioting. The first house
attacked was a grocery store, which was
ransacked for liquor. The mob then
rushed into a Chinese wash-house, beat
the inmates who had not effected a re-
treat, scattered the clothing upon the
floor, smashed the windows, battered
down the doors, and broke the oil lamps
against the walls. The burning oil set
the building on fire, and in a few mi-
nutes the house was in a blaze. While
the firemen were exerting themselves to
subdue the flames—

The gang started down Geary Street,
frightening women and children with their
wild cries, shoving men off the sidewalk,
and indulging in the wildest species of In-
dian yells. On the south side of Geary
Street, above Powell, is a Chinese wash-
house, with large glass windows and doors.
In five minutes after these wretches rushed
into the place the establishment was com-
pletely gutted; every pane of glass was
broken, the doors wrenched from their
hinges; the clothes which had just been
washed trampled under foot, and every
article of every description broken to pieces.
The inmates, apprised of their danger, had
already fled and thus saved themselves.
There can be no reasonable doubt that they
would have been murdered had they re-
mained.

Other Chinese wash-houses and shops
were attacked and destroyed in a similar
manner, the mob speedily swelling to
thousands. Ultimately the police, after
charging the mob several times, succeed-
ed in dispersing it and restoring order.
On the following evening, however, the
mob again assembled, and acts of even
greater lawlessness and violence were com-
mitted. Many of the rioters were killed
and wounded by shots fired by the police.
Peace and order once more restored on
the morning of the next day, (when the
mail left) the authorities made such ar-
rangements for preventing another out-
break that the belief seemed to be enter-
tained that the city would not be the
scene of further riots. Military forces
were held in readiness on both occasions,
although their services do not appear to
have been called into requisition, and the
more respectable inhabitants of the City
appear to have organized themselves
into bodies for the maintenance of peace
and order with commendable activity
and earnestness.

REUTERS TELEGRAMS.

[SUPPLIED TO THE "CHINA MAIL."]

(Via Southern Route.)

THE WAR.

LONDON, 22nd August, 1877.

According to the accounts, during their
retreat from the South of the Balkans to the
Sohipka Pass, the Russians lost 4,000 men.

Ex-Colonel Valentine Baker has been ap-
pointed to the command of the Turkish
Cavalry Force.

The Turkish Ministry of War are making
preparations for a winter campaign.

LONDON, 23rd August, 1877.

According to later intelligence, it is denied
that Suleiman Pasha has crossed the Balkans
yet, while, according to a Russian official
despatch, he made a renewed attack on the
Sohipka Pass and was repulsed; fighting is
reported to be still proceeding.

LOCAL AND GENERAL.

THE M.M. steamer *Sindh* with the outward
mails was expected to leave Singapore for
this port via Saigon this afternoon.

THE maximum temperature at the Harbour
Master's Office during the last week as re-
corded in the *Government Gazette* of to-day
was 87.0 and the minimum 76.0; at the
Peak the maximum was 78.0 and the
minimum 71.0.

At the Marine Court yesterday the Masters
of the British barque *Edinburgh Castle* and

American ship *Gold Hunter* were sum-
moned for not having struck their top-
gallantmasts in accordance with the Harbour
Master's instructions. They were cautioned
and discharged.

We hear that the "Porter" case at Foochow
is likely to have a thorough investigation,
as the Secretary of the U.S. Legation has
arrived at Foochow to enquire into the
matter, and Mr. Ng Choy, barrister-at-law,
has been offered an engagement by the high
Chinese authorities at Peking to proceed
there to prosecute the case. He will prob-
ably leave by the next trip of the *Namoa*.

THE S.S. *Louddon Castle* has made a very
smart run, from Singapore to this port,
having beaten the mail steamer by several
hours. The *Lombardy* and the *Castle* left
Singapore at 7 a.m. of the 20th, the *Lom-
bardy* leading the way out of the port. The
Castle had to slow down last night and was
stopped outside the Ladroneas as the Captain
did not wish to come in till daylight. The
mail steamer reached this about 1 p.m.

It is notified in the *Government Gazette* of
to-day that during the absence of the Post-
master General on his tour of inspection
in China and Japan, S. Barff, Esquire,
Assistant Postmaster General, will be in
charge of the General Post Office in this
Colony. Mr. J. S. Rodriguez, First Clerk
in the Stamp Office, is appointed Acting
Collector of Stamp Revenue.

MR. H. Dickie's marriage to-day caused a
great deal of rejoicing at the East Point
Reinery. A general holiday was given to
the employes, and they were also regaled
with a bountiful repast. Over the gateway
to the premises a handsome archway of
evergreens was erected by the European
foremen. The arch was decorated with
flags, the centre one exhibiting the Scotch
Thistle. Bunting also floated from other
vantage points on the premises.

The Band of the 28th Regiment will per-
form in the Public Gardens the following
programme on Monday evening, commen-
cing at 9 p.m.:—

Overture,.....*Siege of Rochelle*,.....Ballo.

Portfolio.

MY SONG.

When the sea
Speaks to me,
Sure I may reply to it;
When the skies
Catch my eyes,
I must smile a little bit.
When the trees
Try to please,
With their buds and blossoms new,
Shall I dare
Not to care
For a world so bright and true?

Earth and sky
Tell me why
Sorrow ever comes between;
Is it you,
Heaven blue?
Is it there
In the air
That you neither of you touch?
Is the wind
So unkind
When I love its kiss so much?

Let it be
Earth or sea,
Skies or breezes as they move,
Earth is sweet
'Neath my feet,
Ever sweeter yet above;
And the air
E'erwhere
Is the sweetest of the three;
I will take
For their sake,
Anything but their me!

It is not enough to have great qualities;
we should also have the management of them.—*La Rochefoucauld.*

Little minds are too much wounded by
little things; great minds see all and are
not even hurt.—*La Rochefoucauld.*

The reward of a thing well done is to
have done it; the fruit of the good office is
the office itself.—*Seneca.*

This thought I give you all to keep:
Who sows good seed shall surely reap.
The year grows rich as it grows old,
And life's last sands are its sands of gold.
Life in itself is neither good nor evil;
It is the scene of good or evil as you make it;
and, if you have lived a long day, you have
seen all.—*Montaigne.*

Men who are unequal to the labor of
discussing an argument, or wish to avoid it,
are willing enough to suppose that much
has been proved because much has been
said.—*Junius.*

As folly on the one side, though it should
enjoy all it can desire, would, notwithstanding
never be content; so, on the other,
wisdom ever acquiesces with the present,
and is never dissatisfied with its immediate
conditions.—*Montaigne.*

An intelligent reader does often find out,
in other men's writings, other perceptions,
and invest them with a better sense and
higher construction, and more exact ex-
pression, than the author himself either
intended or perceived.—*Montaigne.*

When a man leaves our side and goes to
the other side, he is a traitor, and we
are as much to blame as he, for we have
allowed him to go. But when a man
leaves the other side and comes over to us,
then he is a man of great moral courage,
and we always feel that he has sterling stuff
in him.

The man who cannot jest is a poor wight at
best;
None poorer,—save the man who naught
can do but jest.
Earnest is weak, that shuns a jest with
jealous eyes;
And jest is weaker still, in which no earnest
lies.—*Ruchert.*

He who will do his work aright will find
that his first lesson is to know himself, and
what is proper for him; and he who right-
ly understands himself will never mistake
another man's work for his own but will
love and improve himself above all other
things, will refuse superfluous employ-
ments and reject all unprofitable thoughts
and propositions.—*Montaigne.*

For these things tend still upward—pro-
gress is
The law of life—man's self is not yet Man!
Nor shall I deem his object served, his end
Attained, his genuine strength put fairly
forth.

While only here and there a star diops
The darkness; here and there a towering
mind
O'erlooks its prostrate fellows; when the
host

Is out at once to the despair of night,
When all mankind alike is perfected,
Equal in full-blown powers—then, not till
then,
I say, begins man's general infancy.
—*Browning.*

CHURCH RULES FOR THE LADIES.

Dress hard all morning, such is fate,
Then enter church some minutes late.
All eyes will then be turned on you,
And will observe your bonnet new.

Let humble modesty wreath your face,
And take your seat with faultless grace.
Let your thoughts be fixed on high,
And rearrange your cardinal tie.

Think how religion's prone to bless,
And criticize your neighbor's dress.
Let all your heart be filled with praise,
And notice Mrs. Miggle's lace.

Put from your mind all thoughts of sin,
And read just your diamond pin.
Think of how good religion proves,
And then smooth out your bonnet's groves.

Catch well the precepts as they fall,
And smooth the wrinkles in your shawl.
Think of the sinner's fearful fate,
And notice if your bonnet's straight.

Pray for the influence divine—
Let lady's badge mark the design.
Let tender peace possess your mind,
And criticize that hat behind.

Reflect on Christian graces dear,
And fix those curls behind your ear.
Let your heart warm with silent prayer,
And view that horrid green silk there.

Reflect upon the wicked's ways
See if your gold chain's out of place.
Think of the peace the good shall find,
And wonder who are sitting behind.

Think of the burdens Christians bear,
And notice those strange ladies there.
The last words hear with contrite heart,
And fix your pull-back when you start.

A COSSACK CHARGE.

The correspondent of a contemporary gives the following account of a charge of Don Cossacks, which occurred before Biela—

Early this morning (July 9) the 12th Don Cossack Regt., part of the brigade commanded by General Stahl von Holstein, which forms part of the 12th Cavalry Division, were leading the advance on Rustchuk, and riding along the road near this village, when they found their passage barred by two regiments of Turkish regular cavalry. Col. Cherkisalooff had but four squadrons with him, the other two being on flanking duty; but his orders were to clear the road, and the sturdy Cossack colonel gave the word to his Cossack children to follow him with that end. The ground prevented the superior numbers of the Turks from flanking him, and with thrilling hurrahs they rode straight at the mass in front of them. The Turks also advanced, but at a trot, while the Cossacks came on at a tearing gallop. There was a crash of lance and sword, and the Turks recoiled; but the Cossacks had not physical weight enough to put them to rout. Nevertheless, the two squadrons which charged first bore them back, and then the other two squadrons went in, and pushed the Turks further back, but these latter refused wholly to lose cohesion, and the cause of their stubbornness soon appeared. They wheeled and disclosed some companies of infantry and a couple of field guns that had come up in support. The blood of the Cossack colonel was up, but he was not brave without discretion. He sent back to General Arnoldi begging that he would support him with his dragons, who can, as already described, act as infantry. Meanwhile the indomitable Cossacks hammered away lustily at the much superior force, delivering several distinct charges, successfully forcing the attention of the Turks till Biderling brought up his dragons at a gallop, followed by a Hussar regiment. The dragons dismounted, extended in skirmishing order, worked on through the broken ground on both flanks of the Turkish cavalry and infantry, and closed in just as the Cossacks and Hussars charged directly in front. The Turks would have no more of this kind of amusement. They fell back with precipitation, but the steadiness of their infantry covering the retreat prevented a rout or keen pursuit.

A NIGHT WITH THE STARS.

(Adelaide Observer.)

Many a night I had passed in the company of stars, theatrical and otherwise, of greater or less magnitude; but on a certain evening not long since I wended my way towards the Melbourne Observatory, where for the first time in my life I was the kind invitation of the Government Astronomer privileged to pass a night with the stars celestial. The building stands on a portion of the Government Domain not far from the new residence of the Governor. It lies in a secluded position at a considerable distance from the road, and thus that absolute quiet and freedom from the tremor produced on delicate instruments by the passing traffic of a city which are so essential to astronomical work are secured. The building is not a very large or imposing structure like that at Greenwich, but it is admirably adapted to the climate, and in the completeness of its arrangements and the number and value of its instruments may vie with the most celebrated observatories of the world. In the centre building are the rooms devoted to the various gentlemen connected with the institution and to the large and valuable library of astronomical works. Beneath the ground floor are two rooms specially set apart for investigations, where an equable temperature is required. Here the regulation of chronometers and other similar work is performed. Above the stairs the room set apart for meteorological observations is situated, and also one for the celestial. The magnetic and meteorological instruments are numerous, and the best of their kind. As, however, they are such as are to be found in most observatories, and have already frequently been described in these columns, it is needless again to refer to them in detail. To the left of the main structure is a long low building, in which reposes the great telescope, of which I shall presently speak.

On my arrival I was conducted by the genial and kindly Assistant Astronomer, who had undertaken to be my guide and mentor for the night, to what is known as the transit-room. Here the valuable transit circle, by far the finest instrument of its kind in the colonies, is kept. A transit instrument, as its name implies, is designed for the purpose of calculating the position of any given star in the heavens by observing the precise time at which it passes across the field of the telescope. For the purpose of measuring this exactly fine wires are stretched across the field of the instrument. These are not, however, really wires of metal, as their name would seem to imply, but exceeding slender threads of spider's silk. Each of these wires is placed at such a distance that the time occupied by the passage of a star between any two of them is about the fifteenth part of a second. The passage between the wires is quite appreciable by the eye; thus the sight becomes able to determine a period of time which would be quite insensible to the hearing. The instrument in Melbourne is seventy-two inches in focal length, and the object-glass is five inches in diameter. It was constructed by an eminent London firm under the direct personal supervision of Sir Richard Airy, the Astronomer Royal. It is mounted on beautiful supports of gun metal, and is a most elegant piece of workmanship. Attached to the instrument is a transit circle constructed of gun metal with an outer ring of silver, on which the four divisions are marked. The circle is used for ascertaining the meridian altitude or zenith distance of the star which is being observed by the telescope. The mode of using it is rather difficult to explain in plain language, but it is shortly as follows:—When the image of the star approaches the centre of the field of the telescope the observer adjusts the instrument so as very nearly to bring the image of the star to the central horizontal wire. Then, just as the star passes the middle vertical wire, he clamps the circle, and reads off the position indicated by the pointer on the circle. The divisions of the circle are so fine that the aid of a microscope is necessary for observing them. There are four of these instruments attached to the circle in Melbourne. As all the observations are conducted at night, it is of course necessary to illuminate artificially the circle, and also the field of the microscope. This is effected by a single lamp placed on a shelf attached to the instrument, which is made to serve the double

purpose I have indicated by means of an ingenious arrangement of reflectors.

As I have said, the eye of the observer can determine to the fifteenth part of a second the moment at which any star crosses a portion of the field of the telescope. The exact period of the star's passage has, however, to be calculated much more exactly than this. To enable the observer to do so a chronograph, as it is called, is provided. This is a most ingenious instrument, constructed on the principle of the Morse telegraph, in which the message is indicated on a moving paper ribbon. The chronograph lies on a table near the observer, and is electrically connected with the astronomical clock of the Observatory and the table upon which the transit instrument is fixed. As the clock-work of the chronograph moves the paper ribbon along the table at each beat of the astronomical clock a sharp pointed style descends and marks on the paper each succeeding second. The ribbon is so arranged that each of the punctured marks is about that of the punctured marks is about the three-quarters of an inch apart. By the electrical connection with the stand of the telescope the observer is enabled, without taking his eye from the instrument, to set the chronograph in motion by touching a break circuit screw. He can also control the action of another style so as to cause it to descend and puncture the ribbon at any moment. In this way the exact instant at which any particular star is in the centre of the field may be marked on the passing ribbon, and the time of its transit calculated to the hundredth part of a second. All this and much more was explained by my friendly guide as we stood in the room together silently watching the observer sitting at the instrument and listening to the slow steady beat of the clock and the sharp tick of the style as it descended on the paper-ribbon of the chronograph. So soon as the observation, which was proceeding when we entered the room, was finished, my friend determined that I should see for myself the possibility of observing by the eye the minute lapses of time of which I had been somewhat sceptical. Accordingly he gave the instrument a slight turn, and I set down placing my eye at the point of view which he had indicated. I was apparently a field of darkness as if the window of the room had been thrown open to the sky. Across this were stretched bright silvery threads, which were the wires. Suddenly a minute point of light came in view. This was a star. Eagerly I watched its entrance on the field of vision, and listened for the slow beat of the clock. Never before had I appreciated the enormously different rapidity of sight and hearing—never before the actual lapse of time which we call a second. With a jerky sort of motion the star seemed to pass before me, leaping, as it were, from wire to wire. I listened to the clock, and then saw that not only was it possible to estimate by the eye the period of the fifteenth part of a second, but without difficulty I could note the moment at which the star passed the central point between two of the bright threads of spiders' silk, thus marking the thirtieth part of a period—in other words, the eighteen hundredth part of a minute; a thing to be conceived rather than calculated.

But still greater marvels were in store for me. Leaving the transit observer to his work, we passed on to the special object of my visit, the greater telescope. This grand instrument, as has been already stated, is accommodated in a building apart from the Observatory. It is under the special charge of a gentleman already well known to astronomical circles, and who, it is safe to prophesy, will make a name for himself as a discoverer among those strange starry clouds yept nebulae, which he is at present chiefly engaged in observing and delineating. The telescope house is ingeniously arranged with a movable roof, so that the instrument when not in use is protected from the weather, and a comfortable apartment is provided for its guardian. When the telescope is at work, however, the roof, which runs on rollers, is moved away, and the observer reclining on his easy chair can direct it with marvellous ease to any portion of the heavens he may wish to examine.

The telescope is one of the largest in the world, being second in size to the renowned instrument constructed for Lord Rosse, and only equalled by other two—one in Liverpool and the other in Malta. The construction of the instrument was undertaken by Mr. Grubb, F.R.S., under the direction of a Committee consisting of Lord Rosse, Mr. Warren de la Rue, and Mr. Robinson. The first question to be decided by the Committee was the size of the reflector. Six feet was talked of, but abandoned on account of the expense, and four feet was finally selected. The Committee also recommended that the tube of the telescope should be of metal lattice-work to lessen the disturbing influence of currents of air in its interior. The speculum for sunset is in general warmer than the air which is in contact with it, and therefore heats it. The warm air of course rises, and in an ordinary tube escapes along its upper side, while a cold stream descends along the lower side to replace the ascending one. The two form eddies at their common surface, and the result is a medium of irregular density very unfavourable to good vision. In the lattice construction the warm air escapes through the openings almost as soon as it leaves the speculum, and thus an equilibrium is kept up. Another advantage the open work tube possesses is lightness—a matter of no inconsiderable moment in so large an instrument. It was also decided that the great speculum should be of metal and not of glass, as the Committee did not wish to run the risk incurred in using the more brittle material. It is of the Cassegrain construction—that is, the small reflector is convex, and the eye-piece is in the centre of the large reflector in place of being at the side as in the Newtonian instruments. There are objections to this peculiar form; such, for example, as the difficulty of obtaining low magnifying power. This necessitates the eye-piece glass being of large dimensions, and therefore of course costly. It possesses the advantages, however, that the tube is shorter and lighter, and that the errors of the small speculum tend to correct those of the larger. The instrument was begun in 1866, and three years elapsed before it was completed, owing partly to a failure in casting the first speculum. The total length of the tube is thirty feet, and its diameter is a little more than four feet, it being of course rather larger than the speculum. The weight of the tube is nearly twenty-four hundredweight, that of the speculum nearly thirty-two hundredweight. The total weight of the instrument is over eight tons. Notwithstanding its enormous weight, its suspension and all the adjustments are so beautifully accurate that it can be moved with the greatest ease

and precision. When in use its movements are of course under the control of the astronomical clock, with which it is electrically connected, so that it automatically follows the apparent change in position produced on the star under observation by the rotation of the earth.

On expressing a wish to see something through this wonderful instrument the observer directed my attention to a minute spot of light in the heavens, which he informed me was forty-seven Tucanae—that is, the forty-seventh star in the constellation to which Herschel gave that name. It looked to me a mere spot of light—a star of the sixth or seventh magnitude—and I said so. "Look here, then," remarked the observer, with a smile, turning the telescope towards the object. I looked, and saw the whole field of the telescope studded with an enormous cluster of stars—stars upon stars, worlds upon worlds. "Thousands of them," said I. "Myriads," quietly remarked the observer. That which you mistook for a small star is in reality a group of worlds greater in extent than those which your unaided eye can see around you. Again the observer turned his instrument, directing it this time towards the beautiful constellation of Orion, and bade me look. There between the star which forms the belt and the first two or three which form the sword I saw a sort of faint light cloud. I was gazing on the great nebula of Orion—that group of unknown luminaries which no human eye, aided even by all the appliances of modern science, has yet penetrated, and of the number and magnitude of which conjecture falls even as an estimate. As I gazed, and the recollection of what I had seen before came over me, my brain fairly reeled. Thoughts of the insignificance of earth, a mere unit in that vast assemblage of worlds seen and unseen, and of the power and the goodness of the Great Architect passed through my mind, and intermingling with them like a burden or refrain the words of the Hebrew singer—"What is man that thou art mindful of him, or the son of man that thou visitest him?" Silently and sublimely I passed out into the grounds, feeling like one leaving the portals of a church after listening to some solemn service. Midnight sounded as I turned homewards, and thus ended my night with the stars.

THE CHINESE AMBASSADORS.

Their Excellencies the Chinese Ambassadors, Kuo Tsjan and Lien Tsjan, having expressed a wish to inspect some of the most improved English agricultural machinery in actual operation, accepted an invitation from Messrs. Ransomes, Sims, and Head, of Ipswich, and arrived in that town recently by the 10 o'clock express from London. They were received by the Mayor of Ipswich, Mr. Cobbold, M.P., Mr. R. O. Ransome, and Mr. John Head, and drove direct from the station to the trial field, situated about two miles from the town. Here, after luncheon, the first machines explained to their Excellencies were reapers, hay-makers, and other implements used in harvesting the grain and hay crops. They afterwards proceeded to a piece of land which had just been cleared to watch trials of the horse and bullock ploughs. They were shown ploughs adapted to every species of soil and climate, and were particularly struck with the economy in horses and man effected by the use of Ransomes' patent double and three furrow ploughs. The next machine inspected was an improved steam-thresher, with apparatus for chopping and bruising the straw. This machine is specially adapted for hot countries where hay is not grown, and where the straw is hard and contains a large quantity of silica and woody fibre, rendering a softening and bruising operation necessary before it can be eaten by the cattle. The beautiful precision with which the grain came out at one end of the machine ready for the market, and at the other the straw prepared for food, seemed to impress the Chinese, and it was admitted that this system was the only one which was likely to suit China and India, when thrashing by steam came into fashion in those countries. The machine which appeared to claim the attention of their Excellencies more than any other was one of Head and Schenck's patent engines for burning vegetable substances, such as straw, and wheat straw, cotton stalks, dry grass, &c. It was explained that these engines were largely used in the corn-growing districts of the East of Europe, where coal was not to be obtained and straw was the only fuel; while in Egypt many hundreds of acres are irrigated by these engines, burning only the refuse stalks of the cotton-plant. It was explained to the Chinese that these engines had been used during the present year for driving machinery in some of the factories in the tea gardens at Assam, burning only dry jungle-grass as fuel. The mill which was grinding the corn which had just been thrashed was next inspected, and the visitors afterwards turned their attention to the steam plough on Fowler's patent, which was at work on an adjoining piece of land, and they viewed with wonder the rapidity with which the plough turned over large masses of soil, and the ease with which the workmen handled the powerful engines and six-furrow plough. Irrigation may be considered to be almost the key-stone of Chinese agriculture, and the Chinese Ambassadors watched with much interest the large volume of water which was delivered by a powerful centrifugal pump, and also a double-acting steam pump manufactured for Bombay, and it was explained to their Excellencies that not only thrashing, grinding, and steam ploughing, but irrigation also, could be performed by the patent engine which they had just inspected. Steam is generated in the boiler by such fuel as rice and wheat straw, cotton stalks, &c., grown on the estate, thus rendering the farmer independent of coal and wood, which are often expensive and difficult to obtain. The experiments concluded with an inspection of Messrs. Ransomes' new traction engine, which was drawing heavy loads about the ground at the rate of three miles an hour. The Ambassadors then visited the extensive railway works of Messrs. Ransomes and Rapier on the other side of the Orwell. This manufactory had naturally a special interest for their Excellencies, as it was here that the first Chinese railway was constructed the success of the opening of which and its subsequent progress were so closely watched in this country. The machinery employed by this firm in the manufacture of iron rails, keys, and other railway material was carefully examined, and the party returned to town by the 6 o'clock train, highly delighted with their visit. Although the Chinese are more advanced in agriculture than any other nation in the East, and probably, with their teeming population and fertile soil, may not

require machinery in their agricultural operations to the same extent as people in the western hemisphere, yet it was evident that yesterday's experiments greatly interested the Ambassadors and their suite, and their Report may perhaps pave the way for the introduction of British agricultural machinery into a country where every year the Emperor testifies to the importance of agriculture by holding the plough, as part of a State ceremonial.—*Times.*

THE BURLINGTON "HAWKEYE."

MAN'S FOURTH OF JULY ADDRESS.

Why are we assembled here to-day? To rejoice that we are a free people, endowed with the inalienable rights of life, liberty and the pursuit of happiness in a long range. To rejoice that the precious boon and heritage of freedom is ours, bequeathed to us by the fathers who fought, bled and died, that I and mine and you and yours might breathe the air of freedom. And we rejoice to-day, we are proud and happy and glad—that our fathers died for us instead of compelling us to die for them. They were great, grand men. In fact they were many of them great grandfathers. It is sweet to die for one's country. It seems to me that I, too, would gladly, oh, how gladly, add my name to the list of the great and good, and die for my country—of old age. I would die sooner if it was thought necessary, but I haven't got time. I am too busy. But if any sacrifices are needed next Centennial, they may call on me, and I will either come or send a hand.

Our fathers died for us. They died willingly and gladly. But if they could come back to-day and see what kind of a country they died for, quarreling over the President's policy, wrangling over the currency, and some of them trying to pay a dollar's worth of debt with ninety cents' worth of money, talking politics twenty-three hours a day, and praying so seldom that our knees get rusty, drowned out by rain, devoured by grasshoppers, they would, if they had it to do over again, live nine thousand years, and only die then when they had to.

And yet ours is a glorious country. A wonderful, magnificent country. It is marvelous. As a high-school girl would say, it is "nice." Look abroad over our land, turn the pages of history and see what the mighty genius of progress has wrought. But one short century ago the corner-stone of this mighty fabric was laid, amid the thunder of cannon and the rattle of musketry, canopied by the smoke of battle and cemented with blood. A little band of struggling, needy, patriots, half-clad, poorly fed, with only a few dollars in the National Treasury. To-day the sun of one hundred and one years breaks upon the land—wherever it isn't storming—and where do we stand? A billion dollars in debt!

Our fathers died, but they might have died with less expense and trouble before they got to the war. Our fathers never knew the ecstatic pleasure of leaning out of a car window and getting a red-hot cinder as big as a pea in their eye before they could look at a tree. They had no telegraph, and never knew what a convenience it was to pay forty cents to send a message fifty miles, and then have the dispatch come lagging a day or two after the man had died of old age. They had no kerosene lamps, and never knew what it was to light a kitchen fire and make a balloon ascension out of the same can. They had no United States Signal Service, and never had forty-five rainy days in a month, with a tornado every wash-day. Their wants were few and simple. They didn't need a great deal of weather, and what they had was regulated by the ground-hog, and that reliable weather-bureau never made a mistake.

These men have passed away. In their simple habits, their sterling honesty, their grand patriotism, their unselfish devotion to principle, they passed from life to eternal fame. The men of '76 are gone. I do not know where, but they have gone some where. I do not see any of them here. If there are any present they will please rise, and if I am willing to be corrected when I am wrong.

The Fourth of July was invented by a man whose name is dear to all American hearts—George W. Washington. By ingenious arrangement the Fourth of July was so contrived by the inventor that it would always fall on a rainy day. It has missed it only once in the past twelve hundred years, and on that once it hailed all day. The Fourth of July was not the only invention of this great and good man. He invented a name that will fit two-thirds of the boys of every generation in America. A grateful people never forgot the fact, and Washington, when at the zenith of his power, was nominated by acclamation for the capital of the United States. Washington was once discovered praying at Valley Forge, and from the great stress laid upon the incident by all historians, it is judged that it was the only time anybody ever caught him praying. He was a brave, good man, but he dressed too much like a member of a base-ball club to be elected President in these days.

A PERSECUTED JOURNALIST.

"Between you and me," said the editor, "the chap I'm going to assassinate is a poet—a fellow named Markley. He has been sending poetry to this paper every day for eight months. I never printed a line, but he keeps stuffing it in as if he thought I was depositing it in the bank and drawing interest on it. Well, sir, it's got to be so bad that it annoys me terribly. It keeps me awake at night. I'm losing flesh. That man and his poetry haunt me. I'm getting gloomy and morose. Life is beginning to pall upon me. I seem to be under the influence of a perpetual nightmare. I can't stand it much longer, Mr. Grady; my reason will totter upon its throne. Here, only this morning, he sent me a poem entitled 'Lines to Hannah.' Are you fond of poetry, Grady?"

"Oh, I dunno; I don't care so very much about it."

"Well, I'll read you one verse of the 'Lines to Hannah.' He says—'to Hannah, mind you—"

"The little birds sing sweetly
In the weeping willows green,
The village girls dress neatly—
Oh, tell me, do I dream?"

Now, you see, Grady, that is what is unseemly my mind. A man can't stand more than a certain amount of that kind of thing. What do the public care whether he is dreaming or whether he is drunk? What do Hannah care? Why, they don't care a cent. Now, do they?"

"Not a red cent."

"Of course not. And yet Markley

sends me another poem, entitled 'Dependancy.' In which he exclaims:

"Oh, bury me deep in the ocean blue,
Where the cooling billows laugh;
Oh, cast me away on the wailing sea,
Where the dolphins will hit me in half!"

Now, Mr. Grady, if you can find a competent assassin, I wouldn't make it a point with him to oblige Mr. Markley. I don't care particularly to have the poet buried in the wailing sea. If he can't find a roaring billow, I'll be perfectly satisfied to have him chucked into a creek. And I dare say that it'll make no material difference whether the dolphins gobble him or the catfish and eels nibble him up. It's all the same in the long run. Mention this to your murderer when you speak to him, will you? Now, I'll show you why this thing takes all the heart out of me. In his poem entitled 'Longitude' he uses this language:

"Oh sing to me, darling, a sweet song to-night,
While I bask in the smile of thine eyes,
While I kiss those dear lips in the dark silent room,
And whisper my saddest good-byes."

Now, you see how it is yourself, Grady, don't you? How is she going to sing to him while he kisses those lips, and how is he going to whisper good-bye? Isn't that awful stuff? Now, isn't it? And then, if the room is dark, what I want to know is how he's going to tell whether her eyes are smiling or not? Mr. Grady, either the man is insane or I am; and if your butcher is going to stab Markley, you'll oblige me by telling him that I want him to jab him deep, and maybe fill him up with poison or something to make it absolutely certain.

"I know that when he sent me that poem about 'The Unknown' I parsed it, and examined it with a microscope, and sent it around to a chemist to be analyzed, but hang me if I know yet what he's driving at when he says,

"The flash spectral gleaming of that wild re-sounding change
Came heaving 'er the margin of the dusky moon that hung
Like palls of ink darkness where the hoarse, weird raven-cry
And the bang-drunk Hindoo staggered on and on until he falls."

Isn't that— Well, now, isn't that just the most fearful mess of stuff that was ever ground out of a lunatic asylum?"

"It's the wilfullest I ever saw."

"Well, then, I get eighteen of them a week, and they madden me. They keep my brain in a frenzied whirl. Grady, this man must die. Self-preservation is the first law of nature. I have a wife and children; I conduct a great paper; I educate the public mind. My life is valuable to my country. Destroy this poet, future generations will praise your name. When the poems cease to come to me, I will know that he is dead. That will settle it. Good-morning."

It is believed that the poet must have been warned by Grady, for the supplies suddenly ceased; and Markley is saving up his effusions for some other victim.

Miscellaneous.

A FIRM of solicitors received the other day a letter from another well-known firm to this effect:—

"Dear Sirs,—We are,

"Yours truly,

"LATITAT and Co."

The recipients, after puzzling themselves for a long time over this laconic epistle, remembered that they had written to know whether L. and Co. were instructed to accept service of a writ on behalf of a client of theirs. And this was the acquiescence.

A TOUGH FIRM.—Seven Chinamen are partners in business in San Francisco. A creditor, finding it hard work to collect a debt, learned that the money was in the safe, that the safe had seven different locks, that each partner had one key, and the firm had to be unanimous before the money could be touched.

ACCORDING to the *Temps* the military authorities of France have decided upon issuing an order sanctioning the wearing of spectacles by the officers and men of the French army. In Germany spectacles have long been worn by both officers and men in the ranks. It is recognized as essential that an officer should be able to see his men, and that these latter should be able to clearly distinguish the target at which they have to fire; and therefore, unless spectacles or eye-glasses are permitted, every short-sighted man must be regarded from the army. Consequently by allowing a man to assist his defective vision by artificial means a large number of men who are at present necessarily rejected will become available for service in the ranks.

ONE of the defects of the forts round Paris is said to be a security of water. No water at all, it appears, can be obtained within the detached works themselves; all that is required having to be carried up with much labour from the river. The inconvenience which is reported to have arisen from this deficiency of water recalls to mind an episode which took place during the first day of the fighting round Paris in the late Franco-German war. It is related by General Durot in his work on the defence of Paris. On the 19th of September the German armies were drawing near the capital of France, the 6th Prussian corps approaching it from the southward. On the 17th General Durot had been placed by the governor of Paris in command of a force, with instructions to hold and prevent the enemy occupying the heights from Clamart to Montreuil. As the enemy advanced, the defenders were, however, rapidly driven back. A redoubt of considerable strength had been constructed in haste at Chatillon to assist in the defence of the heights; and General Durot, seeing that it was hopeless to attempt to withstand the Prussian advance in the open, determined to throw himself with a few hundred men into the work and hold it to the last extremity, rather than abandon and allow the enemy to seize so advantageous a position. The sub-intendant of the force was sent for, and directed to provision the redoubt. Large supplies of food had been already carried into it, when it was suddenly, and for the first time, remembered that neither was there any supply of water in the work, nor were any means provided for obtaining this necessary of life. The country round was searched; but neither brook nor well could be found. Colonel Corbin, the engineer officer on General Durot's staff, was despatched to seek for water; but in vain. There was neither reservoir nor fountain nor stream near, no means of procuring water for either man or horse. The day was hot; the men were already suffering from thirst; and, consequently, General Durot was obliged to relinquish his design and retire with his troops under shelter of the forts round Paris.

CHINA



MAIL.

Established February, 1845.

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

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HONGKONG, SATURDAY, AUGUST 25, 1877.

日七十月七年丑丁

PRICE, \$24 PER ANNUM.

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LANE, CRAWFORD & Co. have just received their new Season's FLOWER, VEGETABLE and GRASS SEEDS, from Messrs SUTTON & Sons of Reading. A List may be had on Application.
Hongkong, August 22, 1877. au5

FOR SALE.

A PAIR of Condensing ENGINES and a BOILER; Cylinders 11 x 7, Shafting and Propeller Complete.

Two Pairs of LAUNCH ENGINES, with Shafting and Propellers Complete; Cylinders 6 x 6 being nearly alike would be suitable for Twin Screws.

One Small Single ENGINE and BOILER with Shafting and Propeller, suitable for a Gig.

The above may be seen on the premises of the Undersigned, and will be sold Cheap.
LANE, CRAWFORD & Co.
Hongkong, August 20, 1877. au2

LANE, CRAWFORD & Co. have received instructions to sell at Low PRICES a Small Invoice of LADIES' JEWELRY, WATCHES, &c.—Inspection is invited.

Hongkong, August 16, 1877. au1

For Sale.

SAYLE & Co. SUMMER CLEARANCE SALE.

ON and after MONDAY, August 13th, We shall offer the remaining portion of our SUMMER STOCK at GREATLY REDUCED PRICES.

A few pieces of SOILED SILKS MARKED, less than Lining Prices, 20 Cents per Yard.

A nice Assortment of NEW FANCY DRESS SILKS, at 75 Cents per Yard.

Japanese POPLINS, at 25 Cents per Yard. New White WASHING DRESS GOODS, 15 Cents, worth double.

New Colours PLAIN ORGANDI MUSLINS, 25 Cents per Yard.

Figured and Striped MUSLINS, 15 Cents per Yard.

Widely Striped MUSLINS, Slightly Soiled—were 45 Cents, will be sold at 15 Cents per Yard.

Blouses, French Printed CAMBRICS, Hollands and Dress Lawns much reduced.

Fancy Striped GRENADINES at about Half Price.

We shall include in this Extraordinary Sale a few pieces of AUTUMN DRESS GOODS at a proportionate reduction.

WASHING COSTUMES, ready-made, from \$2.00.

Ridely Embroidered HOLLAND and other COSTUMES, from \$3.00.

A part of our Stock of Baby-Linen and Ladies' UNDERCLOTHING will be very much reduced.

BOYS' SUITS at about Half Price.

100 Doz. Ladies' Hem-stitched HANDKERCHIEFS, some slightly Soiled worth buying.

Linen COLLARS and CUFFS, FICHUS, &c., must be cleared.

A Lot of Ladies' Soiled KID BOOTS, will be sold at \$1.00 per Pair.

Several Thousand Yards of ODDS and ENDS, and various useful Remnants at Half usual Price.

A Lot of various Colours and Sorts of SILK and other TRIMMINGS at a quarter of original price.

Twenty-five Dozen of Ladies' SILK UNDERWEAR, at \$2.00 each.

DRESS-MAKING and MILLINERY will be carried on as usual.

Much disappointment to many intending Buyers was caused through the closing of last Summer's Sale without published notice.

We now beg to notify—this Sale will positively Close on September 1st, 1877.

SAYLE & Co.,
VICTORIA EXCHANGE,
and Stanley Street, Hongkong.

Auctions.

PUBLIC AUCTION.

LANE, CRAWFORD & Co. have received instructions to sell by Public Auction, at their Sale Room, Pava Central, on

MONDAY,

the 27th August, 1877, at Noon,—The Steam Launch "PANDORA,"

LENGTH, 35 Feet.
TWIN SCREWS.
TUBULAR BOILERS.

TWO ENGINES, with a separate DONKEY ENGINE for Feeding Boiler.

AWNINGS, &c., &c.
The above can be seen alongside the British Bark *Nimrod*, or on the Day of the Sale at LANE, CRAWFORD & Co.'s Wharf from 10 to 12 o'clock.

TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7.

All Lots, with all faults and errors of description, at purchaser's risk on the fall of the hammer.

Hongkong, August 24, 1877. au27

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, on

TUESDAY,

the 28th day of August, 1877, at 2 o'clock p.m., at No. 2, College Gardens, property of a Gentleman, and owing to Change of Residence,—

The whole of the HOUSEHOLD FURNITURE, &c., comprising:—English-made Walnut Centre Table, Mahogany Green Rep-covered Drawing-room Suite, English-made Walnut with Glass, Pier Glass, Engravings, Carpets, and Hearth-rugs.

Teakwood Extension Dining Table, English-made Mahogany Sideboard, Whist-table, and Dining Chairs, Dinner, Dessert, and Breakfast Sets, Glassware and Plated-ware.

American-made Bedsteads, Wardrobes, Marble Clocks, Chest of Drawers, Bookcase, Blackwood Marble-top Tea Poy, Toilet Table and Glass, Washstands, &c., &c.

And,
A Cottage PIANO, by J. Broadwood and Sons, especially imported for the climate.

Catalogues will be issued, and the whole to be on view on and after Monday, the 27th Instant.

TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7.

All lots, with all faults and errors of description, at purchaser's risk on the fall of the hammer.

J. M. ARMSTRONG,
Auctioneer.
Hongkong, August 21, 1877. au28

Intimations.

DEVOE'S BRILLIANT OIL.

RELIABLE, ECONOMICAL, SAFE!!

DESIRING to benefit by the world-wide reputation of our Oil, certain parties have attempted to imitate our packages. Suits at law have been instituted against the MAKERS and PURCHASERS of these imitations. Buyers should be careful to see that the words "DEVOE'S BRILLIANT" are stencilled on the case, and the words "DEVOE MFG CO. PATENTS" are stamped on the top of the can.

THE DEVOE MANUFACTURING Co.,
80 Beaver and 127 Pearl Streets,
NEW YORK, U. S. A.

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1876.

SHAREHOLDERS in the above Company are requested to furnish the Undersigned with a List of their Contributions for the year ending 31st December last, in order that the distribution of Twenty per cent (20%) of the Net Profits reserved for Contributors may be arranged. Returns not rendered prior to the 31st October next, will be adjusted by the Company, and no claims or alterations will be subsequently admitted.

JARDINE, MATHESON & Co.,
General Managers.
Hongkong, August 1, 1877. no1

CANTON INSURANCE OFFICE.

ADJUSTMENT OF BONUS FOR THE YEAR 1876.

SHAREHOLDERS in the above Office are requested to furnish the Undersigned with a List of their Contribution for the Year ending 31st December, 1876, in order that the distribution of the Net Profits reserved for Contributors may be arranged. Returns not rendered prior to the 31st August next, will be adjusted by the Office, and no Claims or Alterations will be subsequently admitted.

JARDINE, MATHESON & Co.,
General Agents.
Hongkong, May 1, 1877. no1

LANE, CRAWFORD & Co. having been appointed SOLE AGENTS in HONGKONG for the well-known Firm of Messrs HOBOKEN DE BIE & TORLEY of ROTTERDAM, call attention to the high quality of their GENEVA.

Hongkong, July 31, 1877. au31

LOST.—On MONDAY, 20th Instant, in the neighbourhood of the COURT HOUSE, a Bundle of KEYS; any one finding the same and giving it to the REGISTRAR will be Rewarded.

Hongkong, August 22, 1877. au20

DENTAL NOTICE.
DR. ROGERS begs to inform his Patrons and the Public that he intends to visit AMOY and FOOCHEW in September and October, leaving HONGKONG about the 15th of September.

Hongkong, August 6, 1877.

AFONG, PHOTOGRAPHER,
by appointment, to
H. E. SIR ARTHUR KENNEDY,
GOVERNOR OF HONGKONG;
and to
H. I. H. THE GRAND DUKE ALEXIS OF RUSSIA,
Wyndham Street, formerly ATHLETIC CLUB.

HAS on hand the Largest and Best collection of Views of China, Photographic Albums, Frames, Cases, &c., of assorted sizes. Ex S. S. *Tigre*, Revolving Standard Albums, Armorial Monograms and Postage Stamp Albums, Russia Leather, Velvet and carved-wood Albums, Cases and Frames, nice Albums for Cabinet Portraits, Portraits of the Generals of the present Russo-Turkish War, Russian Ambassadors in Cabinet and Cases, de Visite sizes, Coloured Portraits of English Ladies.

Hongkong, August 24, 1877.

NOTICE.
THE Undersigned begs to remind his Customers and the Public generally that he still carries on his PHOTOGRAPHIC BUSINESS on his PHOTOGRAPHIC BUSINESS STREET; and that he has no connection whatever with the Establishment recently opened in Queen's Road, under the Name and Style of AFONG & Co.

AFONG,
No. 8 A, Wyndham Street,
Hongkong, August 16, 1877. au29

Intimations.

G. FALCONER & Co.,
WATCH AND CHRONOMETER MANUFACTURERS,
AND JEWELLERS.

NAUTICAL INSTRUMENTS, CHARTS AND BOOKS.
46, Queen's Road Central.
Hongkong, August 20, 1877. fe20

PACIFIC MAIL S. S. COMPANY.

NOTICE.
THE DEPARTURE of the Company's S. S. "OHIO" has been POSTPONED to the 30th Instant, at 3 P.M.

RUSSELL & Co.,
Agents.
Hongkong, August 14, 1877. au30

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND declared for the Half-year ending on 30th June last, at the rate of ONE POUND STERLING (1) per Share of \$125, is PAYABLE on and after FRIDAY, the 17th Instant, at the Offices of the Corporation, where Shareholders are requested to apply for Warrants.

By Order of the Court of Directors,
THOMAS JACKSON,
Chief Manager.
Hongkong, August 16, 1877. au16

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1876.

SHAREHOLDERS in the above Company are requested to furnish the Undersigned with a List of their Contributions for the year ending 31st December last, in order that the proportion of the Net Profits to be reserved for Contributors may be arranged. Returns not rendered prior to the 31st October next, will be adjusted by the Company, and no claims or alterations will be subsequently admitted.

JAS. B. COUGHTRIE,
Secretary.
Hongkong, August 1, 1877. no1

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

AN Extraordinary MEETING of the SHAREHOLDERS in the above Company will be held at the Head Office, Victoria, Hongkong, on TUESDAY, the 11th September, at 3 o'clock p.m., for the purpose of confirming the Special Resolutions passed at the Meeting of Shareholders held this Day.

By Order,
W. H. RAY, Secretary.
Hongkong, August 21, 1877. au11

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

CONTRIBUTING SHAREHOLDERS are requested to send in an Account of the Business Contributed for the Half-year ended June 30th, 1877, on or before the 31st Instant, on which Date the Accounts will be Closed.

By Order of the Directors,
D. GILLIES, Secretary.
Hongkong, August 13, 1877. au13

NOTICES OF FIRMS.

NOTICE.
MR. EDWARD BURNIE will Conduct the Business of my OFFICE, during my Temporary Absence from the Colony.

R. H. CAIRNS,
Surveyor to Local Offices, and Lloyd's Register of Shipping.
2, Club Chambers,
Hongkong, March 17, 1877. au18

NOTICE.
FROM This Date Mr. EDWARD SHEPARD and Mr. M. W. GREIG, are authorized to Sign the name of our Firm per Procuration at Foochow, and Mr. F. E. ELWELL at Amoy.

RUSSELL & Co.,
China, June 1, 1877. au1

NOTICE.
MR. F. O. DITTMER is authorized to Sign our Firm per Procuration.

SANDER & Co.
Hongkong, June 23, 1877. au23

Shipping.

Steamers.

CASTLE LINE OF STEAMERS. FOR SHANGHAI.
The Steamer "LOUPOUN CASTLE," expected here on or about the 28th Instant, will have immediate despatch for the above Port.

For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.
Hongkong, August 21, 1877.

Shipping.

Steamers.

FOR MANILA.
The Steamship "MACTAN" will be despatched for the above Port on MONDAY, the 27th Instant, at Noon.

For Freight or Passage, apply to
A. MACG. HEATON.
Hongkong, August 24, 1877. au27

FOR SWATOW, AMOY & FOOCHEW.
The Steamship "NAMO," Capt. J. E. PUNCHARD, will be despatched for the above Ports on TUESDAY, the 28th Instant, at Noon.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.
Hongkong, August 28, 1877. au28

Sailing Vessels.

FOR NEW YORK.
The A 1 British Bark "ABERLADY," J. NICOLL, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
VOGEL, HAGEDORN & Co.
Hongkong, August 16, 1877.

FOR NEW YORK.
The A 1 British Bark "GRASMERE," HASTINGS, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
VOGEL, HAGEDORN & Co.
Hongkong, August 16, 1877.

FOR NEW YORK.
The A 1 German Ship "JOHANNE," BUNJE, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
VOGEL, HAGEDORN & Co.
Hongkong, July 31, 1877.

FOR LONDON.
The A 1 British Bark "GEO. CROSHAW," GEO. IRVING, Master, will have early despatch as above.

For Freight, apply to
VOGEL, HAGEDORN & Co.
Hongkong, July 28, 1877.

FOR LONDON.
The A 1 British Bark "ROBERT HENDERSON," GUNN, Master, will load for the above Port, and will have quick despatch.

For Freight, apply to
VOGEL, HAGEDORN & Co.
Hongkong, June 11, 1877.

FOR HAMBURG.
The A 1 British Bark "LORD MACAULAY," Capt. MONKMAN, will load for the above Port, and will have quick despatch.

For Freight, apply to
VOGEL, HAGEDORN & Co.
Hongkong, July 23, 1877.

FOR SAN FRANCISCO.
The A 1 British Bark "VICTORIA," W. D. TRIMBLE, Master, will load here for the above Port, and will have immediate despatch.

For Freight, apply to
VOGEL, HAGEDORN & Co.
Hongkong, July 20, 1877.

FOR SAN FRANCISCO.
The A 1 American Ship "A. S. DAVIS," J. W. FORD, Master, will load here for the above Port, and will have early despatch.

For Freight, apply to
RUSSELL & Co.
Hongkong, August 1, 1877. au1

FOR PORTLAND.
The A 1 American Ship "PILGRIM," will load here for the above Port, and have quick despatch.

For Freight, apply to
RUSSELL & Co.
Hongkong, August 2, 1877. au2

FOR LONDON.
The 100 A 1 German Ship "POLYNESIA," SCHWARTZ, Master, will load here and have quick despatch.

For Freight, apply to
MEYER & Co.
Hongkong, July 11, 1877.

FOR LONDON.
The A 1 British Bark "BON ACCORD," W. SCOTT, Master, will have quick despatch as above.

For Freight, apply to
GIBB, LIVINGSTON & Co.
Hongkong, August 1, 1877.

Shipping.

Sailing Vessels.

FOR MELBOURNE & SYDNEY.
The A 1 British Bark "CALDEW," Captain W. PETERSON, having the greater portion of her Cargo engaged, will have quick despatch as above.

For Freight, apply to
ROZARIO & Co.
Hongkong, July 27, 1877.

FOR MELBOURNE & SYDNEY.
(To follow the Barque *Caldew*.)
The A 1 British Bark "WINLOW," Capt. BARKER, will load here and have a quick despatch for the above Ports.

For Freight, apply to
ROZARIO & Co.
Hongkong, August 13, 1877.

FOR NEW YORK.
The A 1 American Barkentine "WILLIAM COBB," having the greater portion of her Cargo engaged, will load here and/or at Whampoa for the above Port and have quick despatch.

For Freight, apply to
OLYPHANT & Co.
Hongkong, July 31, 1877. au31

Notices to Consignees.

GERMAN STEAMER *HESPERIA*, JOHANNES, Master, FROM HAMBURG via SINGAPORE.

CONSIGNEES of Cargo by the above Steamer are hereby informed that their Goods are being landed and stored at their risk in the Godowns of the Undersigned, from whence delivery may be obtained.

Consignees wishing to take delivery of their Goods from the Boats alongside the Wharf are at liberty to do so.

Goods remaining in store after the 26th Instant will be subject to rent.

Optional Cargo will be forwarded unless notice to the contrary is given before 10 o'clock To-day.

Bills of Lading will be countersigned by
WM. PUSTAU & Co.,
Agents.
Hongkong, August 20, 1877. au26

NOTICE TO CONSIGNEES.

THE BRITISH SHIP *JAMES SHEPHERD*, FROM LONDON.

CONSIGNEES of Cargo by the above-named Vessel are requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

MEYER & Co.,
Agents.
Hongkong, August 20, 1877. au27

COMPAGNIE DES MESSAGERIES MARITIMES.

For Sale.

FOR SALE.

GENUINE BREAKFAST CLARET,
in Draught at \$1 per Gallon, Every
Day.

C. L. THEVENIN,
Queen's Road, No. 44.

Hongkong, August 20, 1877.

WINES AND SPIRITS.

THE Undersigned begs to inform the
Public of Hongkong that he has just
received by Steamers *Atholl* and *Cassandra*,
one of the best selections of BRANDY and
FRENCH WINES, such as Chateau Lafite,
Chateau Leoville, Pichon Longueville,
Chateau Latour, Chateau Larose, plums
and quarts, &c.

BRANDY.—Robin Freres, blue, red and
white caps.
LIQUEURS from Bordeaux, Curaçao,
Anisette, &c., &c.
A List of Prices can be obtained on
application.

C. L. THEVENIN,
44, Queen's Road.

Hongkong, August 16, 1877.

FOR SALE.

C H A M P A G N E 1874,
H R I D S I E C K & Co.'s
MONOPOLE.

DREIJEN & Co.
Hongkong, August 1, 1877.

FOR SALE.

A SMALL Twin Screw STEAM
LAUNCH, 35 Feet Long, Built by
FORBES of LONDON. For further particu-
lars apply to Captain CLARK, on Board
British Bark *Nimrod*,
Hongkong, July 30, 1877.

NOW READY.

A CHINESE DICTIONARY IN THE
CANTONESE DIALECT. Part I,
A to K, with Introduction. Royal 8vo.,
pp. 202.—By ERNEST JOHN EITEL, Ph.D.
Tübingen.

Price: Two Dollars and a Half.
To be had from MESSRS LANE, CRAWFORD
& CO., Hongkong and Shanghai; and Messrs
KELLY & WALSH, Shanghai.

Hongkong, February 8, 1877.

Mails.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP
COMPANY.

THROUGH TO NEW YORK, VIA
OVERLAND RAILWAYS, AND TOUCHING
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamer *CHINA*
will be despatched for San Francisco,
via Yokohama, on THURSDAY, the 30th
Instant, 1877, at 3 P.M., taking Passengers,
and Freight for Japan, the United States,
and Europe.

Through Passenger Tickets and Bills
of Lading are issued for transportation to
Yokohama and other Japan Ports, to San
Francisco, to ports in Mexico, Central and
South America, and to New York and
Europe via OVERLAND RAILWAYS.

A Steamer of the Mitsui Bishi S. S. Com-
pany will leave Shanghai, via the Inland Sea
Ports, about same date, and make close
connection at Yokohama.

At New York, Passengers have selection
of various lines of Steamers to England,
France and Germany.

Freight will be received on board until
4 p.m., 20th Instant. Parcel Packages
will be received at the office until 5 p.m.
same day; all Parcel Packages should be
marked to address in full; value of same
is required.

Consular Invoices to accompany Overland
Cargo should be sent to the Company's
Offices in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.

For security's sake, Shippers of Overland
Cargo are requested to endorse on the
Envelope the Marks and Nos. of Packages
Shipped, to correspond with those in their
Bills of Lading.

For further information as to Passage
and Freight, apply to the Agency of the
Company, No. 9, Praya Central.

RUSSELL & Co., Agents.

Hongkong, August 13, 1877.

Occidental & Oriental Steam-
Ship Company.

TAKING THROUGH CARGO AND
PASSENGERS FOR THE UNITED
STATES AND EUROPE,
IN CONNECTION WITH THE
CENTRAL

and
UNION PACIFIC AND CONNECTING
RAILROAD COMPANIES
AND
ATLANTIC STEAMERS.

THE S. S. "*BEUGLIC*" will be de-
spatched for San Francisco via Yoko-
hama, on SATURDAY, the 30th September,
at 3 p.m., taking Cargo and Passengers for
Japan, the United States and Europe.

Connection is made at Yokohama, with
Steamers from Shanghai.

Freight will be received on Board until
4 p.m. of the 7th Proximo. PARCEL
PACKAGES will be received at the Office
until 5 p.m. same day; all Parcel Packages
should be marked to address in full; value
of same is required.

Return Passage Tickets available for 6
months are issued at a reduction of 20 per
cent. on regular rates.

For further information as to Freight
or Passage, apply to the Agency of the
Company, No. 37, Queen's Road Central.

S. B. EMORY, Agent.

Hongkong, August 23, 1877.

Insurances.

HAMBURG-MAGDEBURG FIRE IN-
SURANCE CO. OF HAMBURG.

THIS Company is now Prepared to
Issue Policies against LOSS or
DAMAGE by FIRE at Current Rates.
Every Risk taken by this Company is
participated in by Three of the largest
German Fire Insurance Companies, re-
presenting an aggregate Capital and Surplus
of over SIXTY MILLION MARKS,
equal to FIFTY MILLION DOLLARS,
thus enabling this Company to accept large
lines.

SANDER & Co.,
Agents.

Hongkong, June 26, 1877.

THE
NORTH-CHINA INSURANCE CO.

SUBSCRIBED CAPITAL—Taels Two Million,
in 10,000 shares of Taels 2,000 each.
Paid up CAPITAL—Taels Six Hundred
Thousand, or Taels 600 per share.

PROVISIONAL COMMITTEE.

F. H. BELL, Esq. (Messrs Adamson, Bell & Co.)
M. S. GUNN, Esq. (Messrs David Sassoon,
Sons & Co.)
JAMES HART, Esq. (Messrs Turner & Co.)
E. H. LAYERS, Esq. (Messrs Gilman & Co.)
HUGH SUTHERLAND, Esq. (Messrs John Forster
& Co.)
A. G. WOOD, Esq. (Messrs Gibb, Livingston
& Co.)

HEAD OFFICE—SHANGHAI.

Secretary—HERBERT S. MORRIS, Esq.

BANKERS.

HONGKONG & SHANGHAI BANKING CORPORATION,
BRANCHES.

LONDON (25, Cornhill, E.C.), HONGKONG,
YOKOHAMA.

AGENTS.

At the principal ports in the East and Australian
Colonies.

THE Company will be constituted on
the 1st January, 1878, as a per-
manent Marine Insurance Company, to
carry on the business (established in 1863)
of the NORTH CHINA INSURANCE COMPANY,
1876-1877.

A Reserve Fund will be formed of Taels
400,000, by setting aside a portion of the
profits at such times and in such sums as
the Shareholders shall decide.

The net profits of the Company for each
year will be divided amongst the Share-
holders, in the following manner:—

One-third over the Shares, a portion
thereof being set aside for the forma-
tion of a Reserve Fund as above stated.

Two-thirds as a return to Contributors
(being Shareholders), in proportion to
the Premium paid or influenced by them.

A revision of the Share List will take
place at the end of every three years, and
for this purpose power will be given to the
Directors by the Deed of Settlement to
withdraw at the before-mentioned periods
all or any of the Shares held by Share-
holders who have not contributed Premium
or whose contributions during the preced-
ing three years have not been in proportion
to the number of Shares held.

Shareholders retiring from the Company
in pursuance of the above regulation, will
be notified at least three months prior to
the date fixed for any such revision of the
Share List, and will have the option of dis-
posing of their Shares in either of the
following ways:—

They will be at liberty at any time after
receipt of notice of withdrawal, and
prior to the date of revision, to sell
their Shares to any person approved
by the Company and accepted as the
transferee; or

Upon surrendering their scrip certificate
for cancellation at the time of such
revision, and pursuant to notice, will
receive a return of the Capital paid up
thereon; and so soon after as the
financial position of the Company up
to the date of the revision can be ascer-
tained and the accounts adjusted, they
shall also receive a pro-rata share of
the Reserve Fund, if any accumulated,
together with such proportion of the
unappropriated profits as may be found
due to them.

NOTICE IS HEREBY GIVEN, that Applica-
tions for Shares in the undermentioned
form will be received at the offices of the
Company, from residents in China and
Japan, until the 30th September; from
London and distant ports until 31st Octo-
ber next.

FORM OF APPLICATION FOR
SHARES.

To the Provisional Committee of the
NORTH-CHINA INSURANCE COMPANY.
Gentlemen,

..... hereby request that you
will allot to Shares in the
above Company, and agree to
accept such Shares, or any less number
you may allot to and
agree to pay the first call of £1. 600 per
Share, and all subsequent calls, and to
subscribe the Deed of Settlement when
required to do so.

Gentlemen,

Your obedient servant,

Forms of application for Shares can be
obtained at the Head-office, or by applica-
tion to the Agents of the Company.

Shanghai, June 16, 1877.

THE ON TAI INSURANCE COM-
PANY, LIMITED.

CAPITAL TAELS 400,000, EQUAL TO
\$555,555.68.

Directors.

LEE SING, of the Lai Hing Firm.

CHAN SHUNG-LAI, of the Lai Yuen Firm.

WONG YIK FUN, of the Chun Cheong Wing
Firm.

LOO YEE, of the Yee On Firm.

FONG SOU FUN, of the Tung Sang Wo
Firm.

WONG FAN CHEUNG, of the San Tye Lee
Firm.

PUN PONG, of the Wy Sing Firm.

Manager—HO AMEI.

MARINE RISKS on Goods, etc., taken
at CURRENT RATES to AUSTRALIA,
CALIFORNIA, MANILA, SINGAPORE, SAIGON,
PENANG, and to all the TREATY PORTS of
China and Japan.

HEAD OFFICE, 48, Bonham Strand.

Hongkong, June 1, 1877.

Insurances.

THE CHINA FIRE INSURANCE
COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of
China and Japan, and at Singapore,
Saigon and Penang.

Risks accepted, and Policies of Insurance
granted at the rates of Premium current at
the above mentioned Ports.

NO CHARGE FOR POLICY FEES.

JAS. B. COUGHTRIE,
Secretary.

Hongkong, November 1, 1871.

LANCASHIRE INSURANCE
COMPANY.

(FIRE AND LIFE.)

CAPITAL—TWO MILLIONS STERLING.

THE Undersigned are prepared to grant
Policies against the Risk of FIRE on
Buildings or on Goods stored therein, on
Coals in Matched, on Goods on board
Vessels and on Bills of Lading in Har-
bour, at the usual Terms and Conditions.

Proposals for Life Assurances will be re-
ceived, and transmitted to the Directors
for their decision.

If required, protection will be granted on
first class Lives up to £1000 on a Single
Life.

For Rates of Premiums, forms of pro-
posals or any other information, apply to
ARNOLD, KARBURG & Co.

Agents Hongkong & Canton.

Hongkong, January 4, 1867.

ROYAL INSURANCE COMPANY.

THE Undersigned, Agents for the above
Company, are prepared to grant In-
surances at current rates.

MELCHERS & Co.,
Agents, Royal Insurance Company.

Hongkong, October 27, 1874.

CHINESE INSURANCE COMPANY.
(LIMITED.)

NOTICE.

POLICIES granted at current rates on
Marine Risks to all parts of the World.
In accordance with the Company's Articles
of Association, Two Thirds of the Profits
are distributed annually to Contributors,
whether Shareholders or not, in proportion
to the net amount of Premium contributed
by each, the remaining third being carried
to Reserve Fund.

OLYPHANT & Co.,
General Agents.

Hongkong, April 17, 1873.

QUEEN FIRE INSURANCE
COMPANY.

THE Undersigned are prepared to grant
Policies against Fire to the extent of
\$45,000 on Buildings, or on Goods stored
therein, at current local rates, subject to a
Discount of 20% on the Premium.

NORTON & Co.,
Agents.

Hongkong, January 1, 1874.

NORTH BRITISH & MERCANTILE
INSURANCE COMPANY.

Incorporated by Royal Charter and
Special Acts of Parliament.

ESTABLISHED 1809.

CAPITAL £2,000,000.

THE Undersigned, AGENTS at Hongkong
for the above Company, are prepared
to grant Policies against FIRE, to the
extent of £10,000 on any Building, or
on Merchandise in the same, at the
usual Rates, subject to a discount of 20
per cent.

GILMAN & Co.,
Agents.

Hongkong, July 6, 1875.

THE LONDON ASSURANCE

INCORPORATED BY ROYAL CHARTER
of

His Majesty King George The First,
A. D. 1720.

THE Undersigned having been appointed
Agents for the above Corporation are
prepared to grant Insurances as follows:—

Marine Department.
Policies at current rates payable either
here, in London or at the principal Ports
of India, China and Australia.

Fire Department.
Policies issued for long or short periods at
current rates. A discount of 20% allowed.

Life Department.
Policies issued for sums not exceeding
£5,000 at reduced rates.

HOLLIDAY, WISE & Co.,
Hongkong, July 25, 1872.

MANCHESTER FIRE ASSURANCE
COMPANY.

THE Undersigned Agents are in receipt
of Instructions from the Board of
Directors authorizing them to issue Policies
to the extent of £10,000 on any one first
class fire, or to the extent of £15,000 on
adjoining risks at current rates.

A Discount of 20% allowed.

HOLLIDAY, WISE & Co.,
Hongkong, January 8, 1875.

MANCHESTER FIRE ASSURANCE
COMPANY OF MANCHESTER
AND LONDON.

THE Undersigned have been appointed
Agents for the above Company at
Hongkong, Canton, Foochow, Shanghai
and Hankow, and are prepared to grant
Insurances at current rates.

HOLLIDAY, WISE & Co.,
Hongkong, October 14, 1868.

Insurances.

SHEONG ON FIRE INSURANCE
COMPANY, LIMITED.

CAPITAL ONE MILLION DOLLARS.

Directors.

KWOK ACHEONG, Merchant.

PANG YIM, Merchant.

HO SAM, of Hop Yik Chan, Merchant.

LOO YEE, of the Yee On Hong, Merchant.

LEE SING, of Lai Hing Firm, Merchant.

CHEUNG SING YEONG, Merchant.

CHOW CHAN, Merchant.

Manager—HO AMEI.

POLICIES against FIRE granted on
BUILDINGS and on Goods stored
therein at CURRENT RATES, subject to
a Discount of 20% on the Premium.

OFFICE, 48, Bonham Strand.

Hongkong, August 23, 1877.

Intimations.

W. BALL,
CHINA DISPENSARY.

**IMPORTER OF DRUGS, CHEMICALS,
DRUGGISTS' Sundries, TOILET
REQUISITES, PATENT MEDI-
CINES AND PERFUMES.**

Prescriptions Dispensed with Carefulness,
and Prompt Attention.

PRAYA WEST, HONGKONG,
Near the Canton Steamer's Wharf.

Hongkong, July 13, 1876.

New Ready.

"THE CHINA REVIEW,"
No. 6, Vol. V.

Annual Subscription, Six Dollars and
a Half.

CONTENTS.

Review of a Chinese Manuscript New
Testament.

A Legend of the Tang Dynasty.

Ethnological Sketches from the Dawn of
History.

Brief Sketches from the Life of K'ung-ming,
(Continued from page 319.)

The Tang Hou Chi, A Modern Chinese
Novel.

Ancient Felling.

Notes on Chinese Grammar (Continued from
page 288.)

Short Notices of New Books and Literary
Intelligence.

Collectanea Bibliographica.

Inheritance and "Patria Potestas" in
China.

Tonic Sol-fa Notation in China.

Chinese Novels.

A Difficult Character.

Chinese Cioisnoen Enamel.

Russian Sinologists.

The Right Genii.

The Flesh of Hare.

Seeds of Sorghum.

Aniseed Oil and Sandalwood.

Errata.

Books Wanted, Exchanges, &c.

China Mail Office,
Hongkong, July 7, 1877.

AH YON,
SHIPS' COMPRADORE AND
STEVEDORE.

No. 57, Praya West.

SHIPPING SUPPLIED WITH ALL KINDS OF
COAL, WATER, BALLAST, FRESH
PROVISIONS & OILMAN'S
STORES.

Of the best quality and at the shortest notice.

Hongkong, May 1, 1876.

NOTICE.

THE CHINESE MAIL.

FROM and after the Chinese New Year's
day (February 17, 1874) the Chinese
Mail will be issued DAILY instead of
WEEKLY as heretofore. No change, how-
ever, will be made in the price of subscrip-
tion, which will remain at \$4 per annum.

The charges for advertisements are now
ascertained to those of the *China Mail*.
The unusual success which has attended
the Chinese Mail makes it an admirable
medium for advertisers.

The Conductors guarantee an eventual
circulation of one thousand copies. It is
already the most influential native journal
published, and enjoys considerable prestige
at the Ports of China and Japan, and at
Singapore, Penang, Calcutta, San Fran-
cisco and Australia.

For terms, &c., address

MR CHUN AYIN,
Manager.

China Mail Office,
17th February, 1874.

K WONG HING CHEUNG & Co.,
COAL MERCHANTS.

Have always on hand for Sale every
description of COAL at Moderate Prices.
Mr AYIN has been appointed Manager,
and all Orders addressed to him at 57,
Praya, or to Mr FAT JACK, at 20, Hing
Lung Street, will receive immediate atten-
tion.

Hongkong, March 10, 1877.

WASHING BOOKS.

(In English and Chinese.)
WASHERMAN'S BOOKS, for the use
of Ladies and Gentlemen, are now
ready at

Intimations.

THE CHINESE MAIL.

TERMS OF ADVERTISING IN THE CHINESE MAIL.

TWO cents a character for the first 100 characters, and one cent a character beyond the first 100, for first insertion, and half price for repetitions during the first week. Subsequent weeks' insertions will be charged only one half the amount of the first week's charge. Advertisements for half a year and longer will be allowed a deduction of 25 per cent on the total amount, and contracts for more favourable terms can be made.

Efforts have been made to establish Agents for circulating the Chinese Mail in all the ports and in the interior of China, all the ports in Japan, in Saigon, Singapore, Penang, Calcutta, Batavia, Manila, the Philippines, Australia, San Francisco, Peru and other places which Chinese frequent. When the list of Agents is completed, it will be published. Agents have been already established in most of the above places, and in important ports more than one agent has been appointed at each.

CHUN AYIN,
Manager.

Hongkong, February 23, 1874.

POSTAL RATES.

[Subjoined we give the postal rates now in force for transmission of correspondence to all parts of the world. Detailed rules affecting the transmission of packets, parcels, &c., will be found annexed, together with a number of miscellaneous and useful notices.]

Hongkong Rates of Postage.

(Revised July 2nd, 1877.)

In the following Statements and Tables the Rates are given in cents, and are, for Letters, per half ounce, for Books and Patterns, per two ounces.

Newspapers over four ounces in weight are charged as double, treble, &c., as the case may be, but such papers or packets of papers may be sent at Book Rate. Two Newspapers must not be folded together as one, nor must anything whatever be inserted except bona fide Supplements. Printed matter may, however, be enclosed, if the whole be paid at Book Rate. Prices Current may be paid either as Newspapers or Books.

N.R. means No Registration.

Countries of the Postal Union.

The Union may be taken to comprise Europe, the United States, Brazil, India (including Ceylon, the Straits, and Aden), Japan, Egypt, Labuan, Mauritius, Seychelles, Jamaica, Trinidad, British Guiana, and Bermuda, with all French, Netherlands, Portuguese, and Spanish Colonies. Countries not in the Union are: the African group, British North America, Australasia (except French, &c., Colonies), and Central America.

Postage to Union Countries.

General Rates, by any route:—
Letters, 12 cents per ½ oz.
Registration, 8 cents.
Newspapers, 2 cents each.
Books and Patterns, 4 cents per 2 oz.

Exceptional rates, to the United Kingdom and Union Countries served through the United Kingdom via Brindisi only:—
Letters, 16 cents per ½ oz.
Registration, 8 cents.
Newspapers, 4 cents each.
Books and Patterns, 6 cents per 2 oz.

There is no charge on redirected correspondence within the Postal Union.

Postage to Non-Union Countries.

W. Africa, Falkland Islands, Lagoon, Gold Coast, Liberia, Sierra Leone, Gambia, Cape Verde Islands:—

	Via San Francisco, or Maricopa, or Brindisi	Via Hongkong
Letters, —	22	26
Registration, —	12	12
Newspapers, —	4	6
Books & Patterns, —	8	10

Aspinwall, Panama:—
Letters, 18 34 38
Registration, None. None. None.
Newspapers, 4 4 6
Books & Patterns, 6 8 10

Canada, Vancouver, Prince Edward's Island, New Brunswick, and Nova Scotia:—
Letters, 12 16 20
Registration, 8 12 12
Newspapers, 2 4 6
Books & Patterns, 4 6 8

Bahamas, Danish W. Indies, Hayti:—
Letters, 14 34 38
Registration, None. None. None.
Newspapers, 4 4 6
Books & Patterns, 6 8 10

Bolivia, Chile, Ecuador, and Peru:—
Letters, 20 46 60
Registration, 6 6 8
Books & Patterns, 14 10 12
Registration, 12 None. None.

Hawaiian Kingdom:—
Letters, 16 16 20
Registration, None. None. None.
Newspapers, 4 4 6
Books & Patterns, 8 6 8

W. Indies, (except as above) Bonaire, Ayres, Costa Rica, Guatemala, Grey Town, La Guayra, Monte Video, New Granada, Paraguay, Uruguay, and Venezuela:—
Letters, 20 34 38
Registration, 6 4 6
Books & Patterns, 14 8 10
Registration, 12 8 8

Australia, New Zealand, Tasmania, Fiji (N.E.), Mozambique (N.E.), Natal, Cape, St. Helena, Ascension.

Letters, by Contract Packet 24; by Private Ship 12; Registration, 12; Newspapers, 4; Books and Patterns, 4.

LOCAL AND TOWN POSTAGE.

Letters.

Registration.

Newspapers.

Books & Patterns.

Per 2 oz.

Within any Town or Settlement, or between Hongkong, Canton, and Macao, in either direction, —

Between any other two of the following places (through a British Office) viz.:—Hongkong, Macao, Ports of China and Japan, Bangkok, Saigon, and the Philippines, by Private Ship, —

Between the above by Contract Mail, —

Any publication fulfilling the conditions hereafter named can pass as a newspaper.

The conditions are as follows:—

1st. The publication must consist wholly or in great part of political or other news, or of articles relating thereto, or to other current topics, with or without advertisements.

2nd. It must be published in numbers at intervals of not more than 31 days, and must be printed on a sheet or sheets unstitched.

3rd. The full title and date of publication must be printed at the top of the first page, and the whole or part of the title and the date of publication at the top of every subsequent page; and this regulation applies to Tables of Contents and Indices.

4th. A supplement must consist wholly or in great part of matter like that of a newspaper, or of advertisements, printed on a sheet or sheets, or a piece or pieces of paper, unstitched; or wholly or in part of engravings, prints, or lithographs illustrative of articles in the newspaper. The supplement must in every case be published with the newspaper, and must have the title and date of publication of the newspaper printed at the top of every page; or, if it consists of engravings, prints, or lithographs, at the top of every sheet or side.

A packet containing two or more newspapers is not chargeable with a higher rate of postage than would be chargeable on a book packet of the same weight.

A newspaper posted unpaid, or a packet of newspapers posted either unpaid or insufficiently paid, is treated as an unpaid or insufficiently paid book packet of the same weight.

The postage must be prepaid either by an adhesive stamp, or by the use of a stamped wrapper.

No newspaper can now be sent through the post a second time for the original postage. For each transmission a fresh postage is required.

Every newspaper must be posted either without a cover (in which case it must not be fastened, whether by means of gum, water, sealing wax, postage stamp, or otherwise) or in a cover entirely open at both ends, so as to admit of easy removal for examination. If this rule be infringed the newspaper is treated as a letter.

Every newspaper must be so folded, as to admit of the title being readily inspected.

A newspaper packet of newspapers which contains any enclosure except supplements is charged as a letter, unless the enclosure be such as might be sent at the book rate of postage, and the entire packet be sufficiently prepaid as a book packet, in which case it is allowed to pass.

A newspaper which has any letter, or any communication of the nature of a letter, written in it or upon its cover, is charged as an unpaid or insufficiently paid letter.

No packet of newspapers may be above 5 lbs. in weight, nor above two feet in length, one foot in width, nor one in depth.

A book-packet may contain any number of separate books or other publications (including printed or lithographed letters), photographs (when not on glass or in cases containing glass or any like substance), drawings, prints, or maps, and any quantity of paper, or any other substance in ordinary use for writing or printing upon; and the books or other publications, prints, maps, &c., may be either printed, written, engraved, lithographed, or plain, or any mixture of these. Further, all legitimate binding, mounting, or covering of a book, &c., or of a portion thereof, is allowed, whether such binding, or covering, or of prints or maps, markers (whether of paper or otherwise) in the case of books, pens or pencils in the case of pocket-books, &c., and, in short, whatever is necessary for the safe transmission of such articles, or usually appertains thereto; but the binding, rollers, &c. must not be sent as a separate packet.

Circulars, i.e., letters which are intended for transmission in identical terms to several persons, and the whole or the greater part of which is printed, engraved, or lithographed, may also be sent by book post.

But a book-packet may not contain any letter, or communication of the nature of a letter (whether separate or otherwise), unless it be a circular-letter or be wholly printed; nor any enclosure sealed or in any way closed against inspection; nor any other enclosure not allowed by Rule 3. If this rule be infringed, the entire packet is charged as a letter.

A book-packet may be posted either without a cover (in which case it must not be fastened, whether by means of gum, water, sealing wax, postage stamp, or otherwise), or in a cover entirely open at both ends, so as to admit of the contents being easily withdrawn for examination; otherwise it is treated as a letter. For the greater security of the contents, however, it may be tied at the ends with string; Postmasters being authorised to cut the string in such cases, although if they do so they must again tie up the packet.

No book-packet may be above 5 lbs. in weight, nor above 24 inches in length, 12 inches in width, or 12 inches in depth, unless it be sent to or from one of the Government offices.

When, owing to a great and unusual influx of letters, books, &c., the transmission or delivery of the letters would be delayed if the whole mail were dealt with without distinction, book-packets may be kept back till the next despatch or delivery.

The limit of size for a book-packet addressed to any place abroad is 24 inches in length and 12 inches in width or depth.

Exceptions. — No packet for Algeria, Azores, Cape de Verde Islands, France, Madeira, or Portugal, or for Egypt, Syria, or Turkey, when sent by French Packet,

must be above 18 inches in length, width, or depth.

PATTERNS.

They must not be of intrinsic value. This rule excludes all articles of a saleable nature, and indeed whatever may have a value of its own, apart from its mere use as a pattern; and the quantity of any material sent ostensibly as a pattern must not be so great that it can fairly be considered as having on this ground an intrinsic value.

Pattern and Sample Post to colonies and foreign countries is restricted to bona fide trade patterns or samples of merchandise. Goods sent for sale, or in execution of an order (however small the quantity may be), or any articles sent by one private individual to another, which are not actual patterns or samples, are not admissible.

Patterns or samples, when practicable, must be sent in covers open at the ends, and in such a manner as to be easy of examination. But samples of seeds, drugs, and such like articles, which cannot be sent in covers of this kind, but such articles only, may be posted enclosed in boxes, or bags of linen, of other material, fastened in such a manner that they may be readily opened; or, in the case of seeds, &c., for the United States of America, Holland, and its possessions, Belgium, Denmark, Greece, Portugal and its possessions, and Switzerland, in bags entirely closed, provided such closed bags are transparent, so as to enable the Officers of the Post Office readily to satisfy themselves as to the nature of the contents.

There must be no writing or printing upon, or in any packet, except the address of the person for whom it is intended, the address of the sender, a trade mark or number, and the price of the articles.

Samples of intrinsic value must not be sent to any foreign country except United States; and in the case of France samples of either down, raw or thread silk, woollen or goat's hair, thread, vanilla, saffron, carmine, or isinglass, are considered to fall under this rule if they weigh more than three ounces; and up to this weight raw and spun silk, as well as coloured and twisted silk, may be sent to Germany.

The rule which forbids the transmission through the Post of any article likely to injure the contents of the Mail Bags or Boxes, or the person of any Officer of the Post Office, is, of course, applicable to the Pattern Post; and a packet containing anything of the kind will be stopped, and not sent to its destination. Articles such as the following have been occasionally posted as Patterns, and have been detained as unfit for the Post, viz: Metal boxes, porcelain and China, fruit, vegetables, bunches of flowers, cuttings of plants, spurs, knives, scissors, needles, pins, pieces of machinery, sharp pointed instruments, samples of metals, samples of ore, samples in glass bottles, pieces of glass, acids of various kinds, curry combs, copper and steel engraving plates, and confectionery of all kinds.

Such articles as scissors, knives, razors, forks, steel pens, nails, keys, watch machinery, metal tubing, pieces of metal or ore, provided that they be packed and guarded so as to secure a manner as to afford complete protection to the contents of the packet, while at the same time they may be easily examined, may be sent as samples to the following countries, but to these alone: viz., the Azores, Belgium, Cape de Verde Islands, Denmark, Egypt, Germany, Holland, Madeira, Moldavia, Norway, Portugal, Sweden, Switzerland, Turkey, United States, Wallachia, and the British Colonies. Indigo cannot be sent to any place abroad.

A packet of patterns or samples sent to the Azores, Cape de Verde Islands, France, Madeira, Portugal, or by French packet, to Turkey, Syria, or Egypt, must not exceed 18 inches in length, width, or depth; a packet to any other place abroad must not exceed 24 inches in length or 12 inches in width or depth.

To provide the greatest possible facilities for posting Correspondence for Europe, &c., up to the latest moment before the departure of the French Packets, arrangements have been made for receiving at the Post Office late letters—except those to and through Australia—from 11.16 a.m. to 11.50 a.m. Each letter must bear a late fee of 18 cents extra postage.

The above arrangement is intended to meet occasional emergencies, and not for the regular posting of extensive correspondence. Should it be found, therefore, that large and unmanageable numbers of letters are habitually thrown upon the Department at the last moment, a heavier late fee will be imposed.

A similar supplementary Mail will be made up for Shanghai by the English and French Contract Steamers, the late letters being received from 10 minutes after, up to half an hour after the time of closing. The late fee will also be 18 cents.

Miscellaneous Notices.

There will be communication with Australia via Batavia and Port Darwin, as follows:—
Leave Hongkong by French Packet, Sept. 15. Nov. 28.
Leave Batavia, Oct. 1. Dec. 13.
Due at Port Darwin, Oct. 12. Dec. 24. 1878.

Sydney, Oct. 31. Jan. 12.
Melbourne, Nov. 6. Jan. 12.
Adelaide, Nov. 12. Jan. 24.
For the present the correspondence can only be paid to Batavia, from which place it may possibly be forwarded without further charge.

Mails exchanged with Manila and Saigon. The Philippine Islands being now admitted to the General Postal Union, it follows that all paid correspondence received from Manila in the mails will be delivered free by this Office, and that all paid correspondence sent to Manila in the mails should be delivered free there.

Article IX of the Postal Treaty of Bern provides that "Neither the senders nor the addressees of letters and other postal packets shall be called upon to pay, either in the Country of Origin, or in that of Destination, any tax or duty other than the recognised rates levied (in the case of paid correspondence) by the despatching Office. It is hoped that any extra charge, or apparently extra charge, will at once be brought to the notice of the proper authorities, and that no such charge will be levied outside the mails. These will always be charged on arrival in Hongkong and probably the Manila Office will adopt the same course.

Complaints are sometimes received of extra charges on correspondence exchanged between this Colony and Saigon, but it is believed it would be found in all cases that the letters, &c., had been sent loose. Any Foreign stamps on loose correspondence are obliterated in this Office.

Indian Correspondence.

Unpaid Letters are not received for the Indian Mail Packet. The Pre-payment of correspondence for the Straits, India, Ceylon, and Aden is compulsory by whatever opportunity it is forwarded.

Registration to Bangkok.

Her Britannic Majesty's Consul General for Siam has been good enough to make arrangements by means of which correspondence can be Registered to Bangkok, at the usual charge of 8 cents.

Soldiers' and Sailors' Letters.

Privates in H. M. Army or Navy, Non-commissioned Officers, Army Schoolmasters (not superintending or First Class) or Schoolmistresses may send half-ounce letters to the United Kingdom via Marseilles by French Packet, or via Southampton by British Packet, for one penny; or via Brindisi by British Packet for three pence. Hongkong stamps will pay this class of correspondence exactly the same as Imperial Stamps.

Soldiers' and Sailors' letters are, however, charged as ordinary letters if they do not conform to the following regulations:—
1. Not to exceed half an ounce. No double letters are allowed.
2. If from a Soldier or Sailor, his class or description must be stated in full on the letter, and the commanding Officer must sign his name, with name of Regiment, or Ship, &c., in full.

3. If a Soldier or Sailor, his class or description must be stated in full, with name of Regiment, or Ship, &c., in full.

* But not Warrant Officers, viz., Assistant Engineer, Gunner, Boatman, or Carpenter.

Communication with Batavia.

The Netherlands India Packets leave Singapore fortnightly, and are fitted to the arrival of the outward P. & O. Mail from Europe.

The French Packets for Batavia wait at Singapore for the Packet from China and run fortnightly.

It follows that, to forward Correspondence to Batavia with the least delay, the following are the best opportunities:—
In the S.W. Monsoon.
The English Mail.
The French Mail.
In the N.E. Monsoon.

A Private Steamer a few days before the English Mail.

The French Mail.

The Post Office is not, by law, responsible for any loss or inconvenience which may arise from the non-delivery, mis-sending, or mis-delivery of any letter, book, or other postal packet (even if the packet be registered); nor is the Post Office responsible for any injury which a packet may sustain during its transmission.

To guard against such injury all postal packets which are likely to suffer from stamping or from great pressure should be placed in strong covers; and even with this precaution no fragile articles should be sent through the Post. It should be remembered that every packet has to be handled several times; that it is exposed to considerable pressure and friction in the mail bag; and that, whenever the bag has in the course of its transmission to be transferred by means of a railway apparatus, the risk of injury is much increased.

No information can be given respecting letters which pass through a Post Office except to the persons to whom they are addressed; and in no other way is official information of a private character allowed to be made public. A Postmaster may, however, give an address if he has no reason to believe that the person whose address it is would disapprove of his doing so.

Postmasters are not allowed to return any letter or other packet to the writer or sender, or to any one else, or to delay forwarding it to its destination according to the address, even though a request to such effect be written thereon.

Postmasters are not bound to give change, nor are they authorised to demand change; and when money is paid at a Post Office, whether as change or otherwise, no question as to its right amount, goodness, or weight can be entertained after it has been removed from the counter.

Postmasters are not bound to weigh any letters or other packets for the public, but they may do so if their duty be not thereby impeded.

The practice of sealing letters passing to and from the East and West Indies, and other countries with hot climates, with wax (except such as is specially prepared), is attended with much inconvenience, and frequently with serious injury, not only to the letters so sealed but to the other letters in the mail, from the melting of the wax and adhesion of the letters to each other. The public are therefore recommended in all such cases to use either wafers or gum, and to advise their correspondents in the countries referred to, to do the same.

The registration of a packet makes its transmission much more secure, inasmuch as under ordinary circumstances, a registered packet can be traced through its whole course; and thus the loss of a registered packet is a very rare occurrence. Nevertheless large sums of money or other articles of great value should not be sent through the post, even if the packet be registered; as the machinery of the Department is not arranged with a view to such transmission.

By law, the Post Office is not responsible for the safe delivery of registered packets; though any officer who may neglect his duty on this point will be called to strict account. Sent in unregistered letters, valuable articles are exposed to risk, and offer a temptation which ought not to be created; and the Department cannot in any way undertake the safe conveyance of such packets. All inland or colonial letters, therefore, which contain coin, and all inland letters which contain watches or jewellery, even though they be posted without registration, are treated as registered, and charged on delivery with a double registration fee of eightpence in addition to the ordinary postage; and any such letters which cannot be registered in time to be forwarded by the Mail for which they are posted are detained for the next despatch. Even if the letter do not contain any article

of intrinsic value, it should, if it be very important, be registered.

Most countries to which Hongkong forwards Correspondence having joined the General Postal Union or being probably about to do so, it is necessary that the following rules be strictly observed:—

1. No Letter or Packet, whether to be registered or unregistered, can be received for Postage if it contains gold or silver money, jewels, precious articles, or anything that, as a general rule, is liable to Customs duties.

2. This Regulation prohibits the sending of Patterns of ditable articles, unless the quantity sent be so small as to make the sample of no value.

3. The limits of weight allowed are as follows:—
Books and Papers—to British Offices, 5 lbs.; to the Continent, &c., 2 lbs.
Patterns—to British Offices, 5 lbs. if without intrinsic value; to the Continent, &c., 8 oz.

4. The following articles cannot be sent by Post at all: Glass, Liquids, Gunpowder, Matches, Candles, Soap, Indigo, Dye-stuffs, or whatever is dangerous to the Mails, or offensive or injurious to persons dealing with them.

PARCELS.—The public is reminded that, in China and Japan, there is no such thing as Parcel Post. Much trouble and disappointment is caused by persistent attempts to send small valuable trifles through the Post. Fans, Curios, Articles of Dress, Fancy Work, and similar presents are continually being refused, the senders having often spent more in Postage than would have paid the freight by steamer. No refund can be made on such parcels of the value of Stamps obliterated before the nature of the contents was discovered.

PATTERNS.—Some difficulty is experienced in obtaining a general understanding of what is a Pattern. It is a bona fide sample of goods which the sender has for sale, or of goods which he wishes to order. It is to consist of the smallest possible quantity compatible with showing what the goods are, and must have no intrinsic value.

To provide means of remitting small sums of money to or from this Colony and between the Ports of China and Japan, the Postmasters and Agents of this Office will in future be allowed (but not required) to purchase Hongkong Postage Stamps from foreign residents.

Between Hongkong and Shanghai, or Hongkong and Yokohama, however, in either direction, Money-Orders must be used.

The Stamps tendered for sale must not exceed \$25 in value, must be perfectly clean, in good condition, and in strips of at least two, as no separate Stamps will be purchased. They must be presented personally or accompanied by a note.

The Postmaster or Agent may postpone purchasing if his public funds in hand are not sufficient, and he will refuse to purchase in any case which appears doubtful or suspicious. He is allowed to charge a Commission of one per cent on all Stamps purchased.

Letters containing Stamps should be Registered, and the Stamps should be secured from observation.

During the N.E. Monsoon, the Charterers and Agents of sailing ships for Manila, Saigon, Bangkok and Singapore are requested to give notice to this Office of the departures of such ships.

No correspondence will be forwarded by sailing vessel but such as is specially so directed.

Correspondence for New Zealand may be forwarded via Torres Straits when specially directed for that route, otherwise it will be sent by way of Galle.

Money Order Regulations.

1.—Money Orders on the United Kingdom are issued at Hongkong, Shanghai and Yokohama. Shanghai and Yokohama also issue on Hongkong and vice versa.

2.—Small sums may be remitted between the other Ports by means of Postage Stamps.

3.—Many Money Orders are supplied to residents at the smaller Ports in this way. An application for an order* is filed up, and is enclosed with a stamped, directed, and unsealed envelope to the Postmaster at the nearest issuing office. The application must be accompanied with the full amount (including commission) in cheque, postage stamps, or other equivalent of cash, and a little margin should be left for variations of exchange. The Postmaster issues the order, sends it on in the envelope, and returns the change, if any, by first opportunity, with a receipt for the letter, if it were to be registered, as it always should be. Care should be taken to send these applications in time, as the Money Order Offices close some hours before the departures of the mails.

4.—No order must exceed £10, or include any fraction of a penny. Orders will be drawn at the current rate of the day and paid at the rate of the day when the advice arrived.

The commission is as follows:—
Orders on the United Kingdom.
Up to £20, 18 cents.
" £20 to £50, 30 " "
" £50 to £100, 40 " "
" £100 to £200, 50 " "
" £200 to £500, 60 " "
" £500 to £1000, 70 " "
" £1000 to £2000, 80 " "
" £2000 to £5000, 90 " "
" £5000 to £10000, 100 " "
" £10000 to £20000, 110 " "
" £20000 to £50000, 120 " "
" £50000 to £100000, 130 " "
" £100000 to £200000, 140 " "
" £200000 to £500000, 150 " "
" £500000 to £1000000, 160 " "
" £1000000 to £2000000, 170 " "
" £2000000 to £5000000, 180 " "
" £5000000 to £10000000, 190 " "
" £10000000 to £20000000, 200 " "
" £20000000 to £50000000, 210 " "
" £50000000 to £100000000, 220 " "
" £100000000 to £200000000, 230 " "
" £200000000 to £500000000, 240 " "
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" £50000000000000 to £100000000000000, 400 " "
" £100000000000000 to £200000000000000, 410 " "
" £200000000000000 to £500000000000000, 420 " "
" £500000000000000 to £1000000000000000, 430 " "
" £1000000000000000 to £2000000000000000, 440 " "
" £2000000000000000 to £5000000000000000, 450 " "
" £5000000000000000 to £10000000000000000, 460 " "
" £10000000000000000 to £20000000000000000, 470 " "
" £20000000000000000 to £50000000000000000, 480 " "
" £50000000000000000 to £100000000000000000, 490 " "
" £100000000000000000 to £200000000000000000, 500 " "

5.—Liets of Money

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island. Vessels near the Hongkong shore are marked *h.*, near the Kowloon shore *k.*, and those in the body of the Harbour or midway between each shore are marked *c.*, in conjunction with the figures denoting the sections.

- Section.
1. From Green Island to the Gas Works.
 2. From Gas Works to the Novelty Iron Works.
 3. From Novelty Iron Works to the Harbour Master's Office.
 4. From Harbour Master's Office to the P. and O. Co.'s Office.
 5. From P. and O. Co.'s Office to Peddar's Wharf.
 6. From Peddar's Wharf to the Naval Yard.
 7. From Naval Yard to the Pier.
 8. From Pier to East Point.

Vessel's Name.	Anchor- age.	Captain.	Flag and Reg.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers.								
Belgio	3 h	Metcalfe	Brit. str.	2652	Aug. 24	O. & O. S. S. Co.	Y'ham & San F'isco	Malls
China	4 k	Friel	Amer. str.	3686	Aug. 16	P. M. S. S. Co.	Y'ham & S. F'isco	Malls, 30th
Fame	6 h	Stopani	Brit. str.	1117	Aug. 24	H. K. & W'poo Dock Co.		
Holyrood	2 h	McVicar	Brit. str.	333	Aug. 24	Russell & Co.		
Howang	5 h	Lamont	Brit. str.	333	Aug. 24	26 C. M. S. N. Co.	Shanghai	at daylight
Loudoun Castle	5 c	Marshall	Brit. str.	1615	Aug. 24	26 C. M. S. N. Co.	Shanghai	at daylight
Maotian	4 c	Brasaga	Span. str.	312	Aug. 8	A. McI. Heaton	Manila	27th inst.
Malacca	5 h	Punchard	Brit. str.	1044	Aug. 24	P. & O. S. N. Co.	Yokohama	28th noon
Namoa	4 h	Byde	Brit. str.	862	Aug. 24	Douglas Lapraik & Co.	Coast Ports	
Pernambuco	5 h	Torrance	Brit. str.	654	Aug. 25	Gibb, Livingston & Co.	Australian Ports	Malls
Somerset	5 c	Reeves	Brit. str.	1704	Aug. 22	P. & O. S. N. Co.	Yokohama	Repairing
W. Cores de Vries	4 k	Hunter	Brit. str.	209	Aug. 21	Hok Moh Leong	Holhow	K'long Dock
Sailing Vessels.								
A. E. Vidal	4 k	Schreiber	Ger. bge.	332	Aug. 21	Wieler & Co.	San Francisco	
A. S. Davis	4 k	Ford	Amer. sh.	1399	June 19	Russell & Co.	New York	
Aberlady	4 k	Nicoll	Brit. bge.	735	Aug. 5	Vogel, Hagedorn & Co.		
Adolph	3 k	Horn	Ger. sh.	867	Aug. 8	Arnhold, Karberg & Co.		
Anad	3 k	Hill	Brit. bge.	468	Aug. 7	Adamson, Bell & Co.		
Annie S. Hall	7 h	Nelson	Am. bkline.	455	Aug. 8	Arnhold, Karberg & Co.		
Antipodes	4 c	Wyeth	Brit. bge.	592	Aug. 13	Melchers & Co.		
Antwerp	4 c	Atkins	Brit. bge.	1031	July 10	Meyer & Co.		
Auguste	4 c	Thomson	Ger. bge.	210	Aug. 11	Stemmen & Co.		
Batavia	4 k	Hagedorn	Amer. bge.	596	July 28	Russell & Co.		
Benefactor	4 k	Mayden	Brit. bge.	398	July 19	Gibb, Livingston & Co.		
Bon Accord	4 k	Scott	Brit. bge.	341	Aug. 17	Eduard Schellhass & Co.		
Bonita	3 k	Herr	Ger. sm. sc.	341	Aug. 7	Chinese		
Bua Fan	3 k	Moller	Slam. sh.	575	Aug. 6	Rozario & Co.		
Canton	3 k	Peterson	Brit. bge.	482	July 30	Stemmen & Co.		
Capella	2 k	Orant	Ger. bge.	373	July 9	H. Kier & Co.		
Catherine Marden	2 k	Anderson	Swed. bge.	307	Aug. 9	H. Kier & Co.		
Charles Mouton	2 k	Marden	Brit. sm. sc.	287	Aug. 9	Wm. Pustau & Co.		
Charron Watana	2 k	Quatreseus	Foh. bge.	368	Aug. 9	Landstein & Co.		
Chang Soon	2 k	Ullrich	Slam. sh.	656	Aug. 12	Chinese		
Chili	2 k	Cheng Sang	Slam. soh.	200	April 30	Chinese		
Christian	4 k	Veal	Brit. bge.	445	July 28	Edward Schellhass & Co.		
Christiana A. P.	4 k	Stehr	Ger. sm. sc.	293	Aug. 24	Edward Schellhass & Co.		
E. von Beaulieu	4 k	Capra	Nic. 3 m. sc.	300	July 28	Kennedys & Co.		
Echo	4 k	Schneider	Ger. bge.	336	Aug. 7	Edward Schellhass & Co.		
Edinburgh Castle	3 k	Tozer	Brit. bge.	369	Aug. 8	Arnhold, Karberg & Co.		
Emily Chaplin	3 k	Soward	Brit. bge.	627	July 31	Adamson, Bell & Co.		
Emma	3 k	Harris	Brit. bge.	738	Aug. 31	Melchers & Co.		
Escort	3 k	Gran	Amer. bge.	636	Aug. 7	Wm. Pustau & Co.		
Formosa	3 k	Waterhouse	Ger. sm. sc.	282	Aug. 7	Wm. Pustau & Co.		
Galatea	4 k	Schweer	Ger. sm. sh.	1296	July 30	Order		
Genevieve	3 k	Jaeger	Foh. bge.	639	July 26	Landstein & Co.		
George	3 k	Leprêtre	Ger. bge.	769	July 26	Melchers & Co.		
Geo. Orshaw	3 k	Wing	Brit. bge.	658	July 26	Vogel, Hagedorn & Co.		
Glamorganshire	3 k	McEachin	Brit. bge.	456	July 17	H. Kier & Co.		
Glory	3 k	Thompson	Slam. bge.	479	Aug. 18	Tack Mee		
Gold Hunter	3 k	Freeman	Amer. sh.	1200	July 6	Meyer & Co.		
Gramere	3 k	Hastings	Brit. bge.	698	July 1	Vogel, Hagedorn & Co.		
Great Admiral	2 k	Thompson	Amer. sh.	1173	Aug. 10	Captain		
Gustav and Marie	3 k	Doose	Ger. bge.	364	Aug. 17	Wieler & Co.		
H. S. Sandford	1 c	Sleeper	Amer. sh.	1195	Aug. 12	Order		
Harbinger	3 k	Johnston	Brit. sh.	1506	July 27	Jardine, Matheson & Co.		
Irene	4 k	Hansen	Ger. sch.	266	Aug. 9	Carlowitz & Co.		
Isles of the South	3 k	Dennett	Brit. sh.	820	July 5	Arnhold, Karberg & Co.		
Jacatra	4 k	Dixson	Dut. bge.	810	Aug. 23	Stemmen & Co.		
Jacobine	3 k	Hohmann	Ger. bge.	417	Aug. 21	Stemmen & Co.		
James Shepherd	3 k	Madder	Brit. sh.	849	Aug. 20	Meyer & Co.		
Johanne	4 c	Bunje	Ger. sh.	765	July 11	Vogel, Hagedorn & Co.		
Jubilee	3 k	Harris	Brit. sh.	765	July 11	Vogel, Hagedorn & Co.		
Jylland	4 k	Laub	Dan. bge.	799	July 23	Douglas Lapraik & Co.		
Kalsow	4 k	Gadd	Brit. bge.	580	Aug. 19	Rozario & Co.		
Kate Waters	4 k	Giese	Brit. bge.	400	Aug. 9	Meyer & Co.		
Khedive	2 k	Cole	Brit. bge.	820	Aug. 18	Tack Mee		
Kim Yong Tye	2 k	Kofoed	Dan. bge.	844	Aug. 13	Eduard Schellhass & Co.		
Kronprindsessen	3 k	Hansen	Amer. sch.	45	Aug. 13	Insurance Cos.		
Loiterer	3 k	Monkman	Brit. bge.	847	July 1	Vogel, Hagedorn & Co.		
Lord Macaulay	3 k	Robertson	Brit. bge.	603	July 31	Borneo Company, Limited		
Loweswater	2 c	Forest	Brit. bge.	298	July 31	Arnhold, Karberg & Co.		
Maid Marian	3 k	Prior	Brit. bge.	472	Aug. 1	Arnhold, Karberg & Co.		
May Queen	3 k	Robertson	Brit. bge.	628	July 17	Gibb, Livingston & Co.		
Maria	1 c	Gerstenberg	Dan. bge.	447	Aug. 17	H. Kier & Co.		
Michelle Selchan	3 k	Clark	Brit. bge.	695	July 30	Captain		
Nimrod	4 k	Morton	Brit. sch.	210	Aug. 9	Wieler & Co.		
Onward	3 k	Scott	Brit. bge.	381	Aug. 18	Arnhold, Karberg & Co.		
Orion	4 k	Scott	Foh. bge.	458	Aug. 11	Arnhold, Karberg & Co.		
Papillon	4 k	Goulin	Ger. bge.	260	July 27	Arnhold, Karberg & Co.		
Pelho	4 k	Christiansen	Amer. sh.	656	July 30	Russell & Co.		
Pilgrim	7 c	Fowle	Brit. bge.	388	July 30	Meyer & Co.		
Presto	4 k	Laidman	Brit. bge.	558	July 29	Meyer & Co.		
Pym	4 k	Stapleton	Amer. bge.	828	July 29	Russell & Co.		
Quicksstep	3 k	Barnaby	Brit. bge.	568	June 9	Vogel, Hagedorn & Co.		
Robt. Henderson	5 c	Gunn	Brit. bge.	398	Aug. 12	Wm. Pustau & Co.		
Rosa Boettcher	4 k	Schultz	Ger. bge.	406	Feb. 28	Arnhold, Karberg & Co.		
Rosina	4 k	Bryant	Am. sm. sc.	395	Aug. 24	Russell & Co.		
Samos	2 k	Lightbody	Brit. sh.	874	July 12	Chinese		
Scindia	2 k	Andersen	Slam. bge.	314	Aug. 26	Stemmen & Co.		
Seamen's Bride	3 k	Pringle	Brit. bge.	325	Aug. 9	Messageries Maritimes		
Spinaway	3 k	Smith	Brit. sh.	1428	Aug. 13	Chinese		
St. Elmo	4 k	Dorand	Foh. bge.	388	Aug. 13	Chinese		
St. Idone	2 k	MacKintosh	Brit. bge.	769	Aug. 11	Messageries Maritimes		
Suez Queen	2 k	Miller	Brit. sh.	1068	July 16	Messageries Maritimes		
Sydenham	2 c	Pendleton	Amer. bge.	645	Aug. 17	Wm. Pustau & Co.		
Thomas Fletcher	2 c	Barry	Amer. sh.	1229	Aug. 23	Jardine, Matheson & Co.		
Titan	1 c	Dalargy	Brit. bge.	680	July 11	Landstein & Co.		
Twilight	1 c	Goodman	Brit. bge.	779	Aug. 17	Vogel, Hagedorn & Co.		
Ulloch	4 c	Trimble	Brit. bge.	679	Aug. 6	Wieler & Co.		
Victoria	3 k	Baumann	Brit. bge.	919	Aug. 30	Olyphant & Co.		
Warrior	4 c	Brady	Am. sm. sc.	424	Aug. 11	Rozario & Co.		
William Cobb	3 k	Barker	Brit. bge.	456	Aug. 7	Meyer & Co.		
Winlow	3 k	Love	Brit. bge.	723	Aug. 29	Gibb, Livingston & Co.		
Woodhall	3 k	Kluden	Brit. sh.	1130	July 29	Gibb, Livingston & Co.		
Zamora	3 k	Kluden	Brit. sh.	1130	July 29	Gibb, Livingston & Co.		
WHAMPOA								
Charley	1 k	Inokay	Brit. bge.	600	Aug. 10	Chinese		
Eudoxie Adolphe	1 k	Martin	Foh. bge.	254	Aug. 11	Carlowitz & Co.		
Malvina	1 k	Kluge	Ger. bge.	496	Aug. 11	Wieler & Co.		
Wm. Phillips	1 k	Healy	Amer. sch.	925	Aug. 9	Eduard Schellhass & Co.		
CANTON								
China	1 k	Ackermann	Ger. str.	648	Aug. 23	Stemmen & Co.		

Men-of-war in Hongkong Harbour.

Vessel's Name.	Anchor- age.	Flag.	Class.	Tons.	Guns.	H. P.	Date of Arrival.	Commander.
Hart	3 c	British	gun vessel	461	4	120	Aug. 7	Garbutt
Lal Tse	3 k	Annamite	gunboat	1200	4	160	June 9	M. Louvye
Magpie	6 h	British	gun vessel	774	3	160	Aug. 28	Herb. J. G. Garbell
Masene	6 k	British	military hospital	2891	3	160	.....	.....
Mooschen	6 k	British	gunboat	480	4	80	July 28	John M. Stokes
Raguer	6 c	U. S.	gun vessel	600	4	800	Aug. 24	H. D. Manley
Telo	7 h	Portug.	gun vessel	400	2	100	Aug. 16	F. Amaral
Victor Emanuel	6 c	British	Commodore's flag-ship	3087	14	1000	.....	Commodore Watson

SHIPPING IN SHANGHAI HARBOUR.

August 16, 1877.

Vessel's Name.	Anchor- age.	Flag.	Class.	Tons.	Guns.	H. P.	Date of Arrival.	Commander.
Chin-se	3 c	Chinese	gun vessel	461	4	120	Aug. 7	Garbutt
Conquest	3 k	Annamite	gunboat	1200	4	160	June 9	M. Louvye
Glasie Castle	6 h	British	gun vessel	774	3	160	Aug. 28	Herb. J. G. Garbell
Glenroy	6 k	British	military hospital	2891	3	160	.....	.....
Hindostan	6 k	British	gunboat	480	4	80	July 28	John M. Stokes
Honan	6 c	U. S.	gun vessel	600	4	800	Aug. 24	H. D. Manley
Irautaddy	7 h	Portug.	gun vessel	400	2	100	Aug. 16	F. Amaral
Kiang-ching	6 c	Chinese	Commodore's flag-ship	3087	14	1000	.....	Commodore Watson
Kiang-foo	3 c	Chinese	gun vessel	461	4	120	Aug. 7	Garbutt
Kiang-plau	3 k	Annamite	gunboat	1200	4	160	June 9	M. Louvye
Kiang-wa	6 h	British	gun vessel	774	3	160	Aug. 28	Herb. J. G. Garbell
Kiang-yuen	6 k	British	military hospital	2891	3	160	.....	.....

* Since left port, or arrived at Hongkong.

HONGKONG MARKET PRICES.

Corrected to Saturday, August 25, 1877.

At 1110 Cash per Dollar Mexican.

Butcher Meat.		Price.	Chinese Names.
Bacon, English, . . . lb.	450	400	來路烟猪肉
" Ame. Sugar cured, . . .	300	250	花旗烟猪肉
" Foochow, . . .	160	140	福州烟猪肉
Beef, sirloin and prime cut, . . .	160	150	屠龍扒
Beef Corned, . . . catty	150	140	鹹牛肉
" Roast, . . .	160	150	燒牛肉
" Soup, . . .	100	90	湯肉
" Steak, . . .	160	150	牛肉起
Bullocks' Brains, . . . per set	60	50	牛腦
" Tongue, fresh, each	275	250	鹹牛腩
" " corned, . . .	320	300	牛頭
" Head, . . .	600	500	牛心
" Heart, . . .	150	140	牛肩
" Hump, Salt, . . .	110	100	牛脚
" Feet, . . .	50	40	牛腰
" Kidneys, . . .	60	50	牛尾
" Tail, . . .	100	90	牛肝
" Liver, . . . catty	80	60	豬蹄
" Tripe (undressed), catty	50	40	豬蹄
Calves' Head and Feet, set	500	400	牛仔頭脚
Lams, American, . . . lb.	300	250	花旗火腿
" Chinese, . . .	180	170	金華火腿
" English, . . .	360	340	羊牌骨
Mutton Chop, . . .	270	260	羊腿
" Leg, . . .	270	250	羊手
" Shoulder, . . .	180	140	羊肝
" Liver, . . .	200	150	豬蹄
Pigs' Chitlings, . . . catty	60	50	豬蹄
" Feet, . . .	100	90	豬蹄
" Fry, . . .	110	100	豬蹄
" Head, . . .	90	80	豬蹄
" Heart, . . . each	50	40	豬蹄
" Kidneys, . . .	80	70	豬蹄
" Liver, . . . lb.	100	80	豬蹄
Pork, Chop, . . . catty	160	140	豬蹄
" Corned, . . .	180	130	豬蹄
" Leg, . . .	150	140	豬蹄
" Fat or Lard, . . .	110	100	豬蹄
Sheeps' Head and Feet, set	450	340	羊頭脚
" Heart, . . . each	50	40	羊頭
" Kidneys, . . .	80	70	羊腰
Sucking Pigs, . . .	1750	1600	猪仔
Sweet Bread, . . . catty	140	120	牛核
Veal, . . . catty	140	120	牛仔肉
Poultry.			
Oapons, . . . catty	250	240	鐵鷄
Ducks, . . . catty	120	110	鴨蛋
Eggs, Hen . . . doz.	100	—	鴨蛋
" Duck . . .	100	—	鹹蛋
" Salt . . .	120	—	鹹蛋
Fowls, . . . catty	180	160	鷄
Geese, . . .	120	110	鵝
Partridges, . . . each	350	320	鷓鴣
Pheasants, Canton, . . . pair	\$1.70	—	山鷄
Pigeons, . . . each	150	140	白鴿
Quail, . . .	140	—	白鶉
Rabbits, . . .	700	600	家兔
Turkeys, Cook, . . . catty	600	500	火鷄
" Hen, . . .	450	400	火鷄
Fish.			
Bombay Ducks, new per hundred	300	200	肚魚乾
Bream, . . . catty	60	50	腳魚
Catfish, . . .	180	—	鯰魚
Godfish, Salt, . . . lb.	160	150	鹹魚
Crabs, . . . catty	400	100	蟹
Cuttle Fish, . . .	140	120	墨魚
Dace, . . .	120	110	土鯪
Dog Fish, . . .	90	80	跌海狗
Eels, Congor . . .	120	110	白鱔
" White, . . .	320	—	黃鱔
" Yellow . . .	800	—	黃鱔
File Fish, . . .	90	80	刺皮
Fresh Fish, Large . . .	110	100	大鮮魚
" Small . . .	70	60	鮮魚仔
Frogs, . . .	250	100	田雞
Garoupa, . . .	300	240	石斑
" Large . . .	300	240	龍黃
Herrings, . . .	60	50	黃煙
" smoked . . . box	\$1.00	—	鹹魚
King Crab, . . . each	300	200	蟹
Labrus, . . . catty	120	90	黃生
Live Fish, . . .	130	120	魚
Lobsters, . . .	180	160	龍蝦
Mackerel, . . .	90	80	紙魚
Mango Fish, . . .	140	180	馬鮫
Mullet, . . .	110	110	鱖魚
Parrot Fish, . . .	180	140	鸚鵡魚
Perch, . . .	120	100	頭魚
Pike, . . .	130	110	鱖魚
Pomfret, . . .	200	180	黑頭
" Black . . .	160	140	明蝦
Prawns, . . .	450	400	蝦
Ray, . . .	80	70	琵琶
Rock Fish, . . .	120	100	石狗
Roach, . . .	130	120	鱖魚
Salmon, Canton, . . .	150	130	鱖魚
Salt Fish, . . .	160	100	鹹魚